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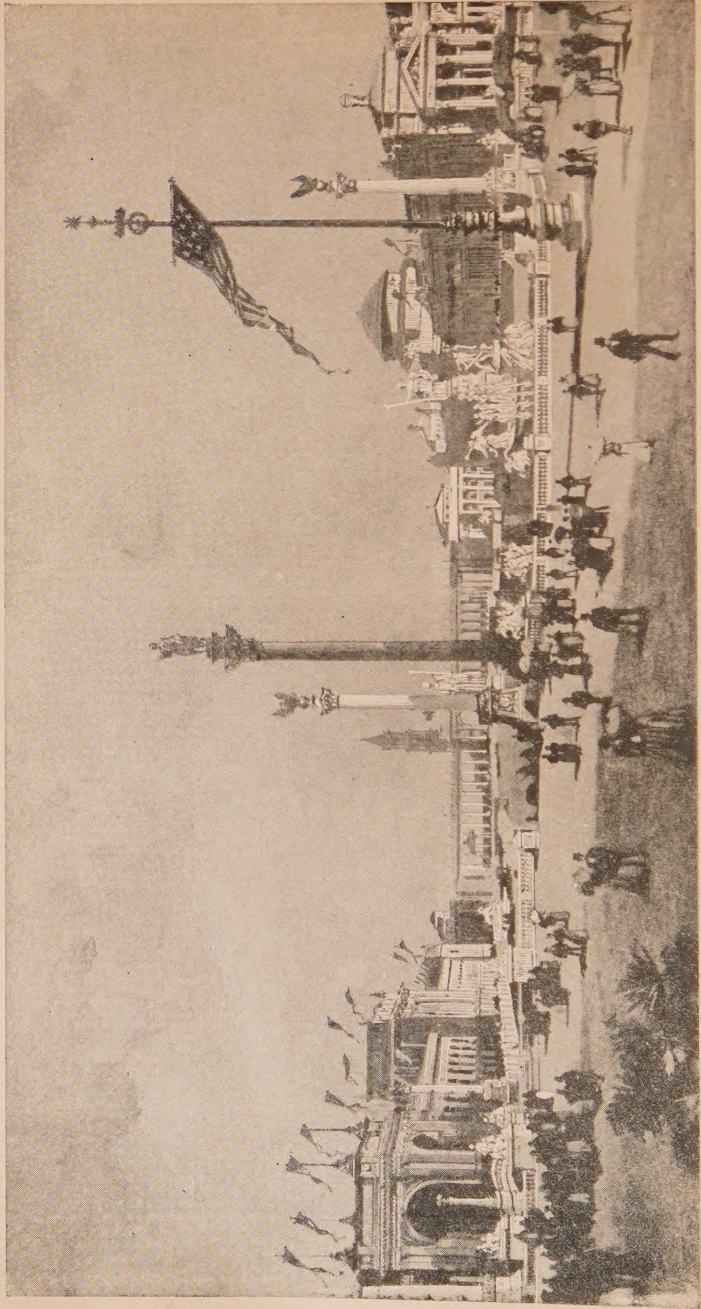
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THE GRAND COURT

HARPER'S
CHICAGO
AND
THE WORLD'S FAIR

*THE CHAPTERS ON THE EXPOSITION
BEING COLLATED FROM OFFICIAL
SOURCES AND APPROVED BY
THE DEPARTMENT OF PUBLICITY
AND PROMOTION OF THE
WORLD'S COLUMBIAN
EXPOSITION*

By JULIAN RALPH

ILLUSTRATED



NEW YORK
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1893

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PREFACE

AT the suggestion of Messrs. Harper & Brothers the author of this work visited Chicago in the summer of 1891 and studied the plans and aims of those who were in charge of the World's Columbian Exposition. He became convinced that the Fair was almost certain to be of unparalleled magnificence and interest and more nearly universal in character than any that has ever been held. He was permitted to make public this impression in an article in *HARPER'S MAGAZINE* which had the merit of appearing when such an announcement—especially in a New York publication—was singularly timely. A large portion of the public, to some extent shocked by the failure of the Government to order the Fair held in New York, had been inclined to disparage the undertaking.

Even before that, the pages of *HARPER'S WEEKLY* had begun to build up that pictorial and literary record of the work which will finally form a brilliant history of the enterprise, and which has been accompanied by frequent articles in the *BAZAR* and *YOUNG PEOPLE*. In asserting that the Harpers have thus taken the lead—and held it—in exploiting the Exposition, the intention is not to boast of their enterprise, but to explain that the present work is only a further expression of the patriotic impulse that led them thus early to support our nation's gigantic effort to entertain and instruct the world.

This book does not pretend to be a guide, either to the great and interesting City of Chicago or to the Exposition which is to be held in one of its parks. Such a guide would be five times the size of this work, and little more companionable than a dictionary; indeed, it would be impossible at this time to compile such a work as would anticipate the wonders of the Fair in detail. This is rather a series of descriptions of the peculiarities and attractions of Chicago and of the most novel and inviting of those features of the Exposition in regard to which it has been possible to gain reliable information at this time—October, 1892. It is a book to be read at home and before the Exposition opens, rather than afterwards and upon the Fair Grounds.

What is written of Chicago has already appeared in the Harper periodicals. It should be of value if the author has improved his exceptional opportunities for studying the town. On the other hand, the chapters upon the Exposition were but little dependent on his ability, for each was written close upon a talk with some Exposition official who was enthusiastic over his work and whose statements were taken down while he talked and merely reclothed, in part, in the writer's own language, afterwards.

NEW YORK, *October 1, 1892.*

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CHICAGO

CHICAGO

CHAPTER I

THE MAIN EXHIBIT

CHICAGO will be the main exhibit at the Columbian Exposition of 1893. No matter what the aggregation of wonders there, no matter what the Eiffel-Tower-like chief exhibit may be, the city itself will make the most surprising presentation. Those who go to study the world's progress will find no other result of human force so wonderful, extravagant, or peculiar. Those who carry with them the prejudices begotten of political rivalry or commercial envy will discover that, however well-founded some of the criticism has been—especially as to the spirit of the Chicagoans—the development of the place has not followed the logical deductions. Those who go clear-minded, expecting to see a great city, will find one different from that which any precedent has led them to look for.

While investigating the management and prospects of the Columbian Exposition, I was a resident of Chi-

chicago for more than a fortnight. A born New-Yorker, the energy, roar, and bustle of the place were yet sufficient to first astonish and then to fatigue me. I was led to examine the city, and to cross-examine some of its leading men. I came away compelled to acknowledge its possession of certain forceful qualities which I never saw exhibited in the same degree anywhere else. I got a satisfactory explanation of its growth and achievements, as well as proof that it must continue to expand in population and commercial influence. Moreover, without losing a particle of pride or faith in New York—without perceiving that New York was affected by the consideration—I acquired a respect for Chicago such as it is most likely that any American who makes a similar investigation must share with me.

The city has been thought intolerant of criticism. The amount of truth there is in this is found in its supervoluminous civicism. The bravado and bunkum of the Chicago newspapers reflect this quality but do it clumsily, because it proceeds from a sense of business policy with the editors, who laugh at it themselves. But underlying the behavior of the most able and enterprising men in the city is this motto, which they constantly quoted to me, all using the same words, "We are for Chicago first, last, and all the time." To define that sentence is, in a great measure, to account for Chicago. It explains the possession of a million inhabitants by a city that practically dates its beginning after the war of the rebellion. Its adoption by half a million men as their watchword means the forcing of trade and manufactures and wealth; the getting of the World's Fair, if you please. In order to comprehend Chicago, it is best never to lose sight of the motto of its citizens.

I have spoken of the roar and bustle and energy of Chicago. This is most noticeable in the business part of the town, where the greater number of the men are crowded together. It seems there as if the men would run over the horses if the drivers were not careful. Everybody is in such a hurry and going at such a pace that if a stranger asks his way, he is apt to have to trot along with his neighbor to gain the information, for the average Chicagoan cannot stop to talk. The whole business of life is carried on at high pressure, and the pithy part of Chicago is like three hundred acres of New York Stock Exchange when trading is active. European visitors have written that there are no such crowds anywhere as gather on Broadway, and this is true most of the time; but there is one hour on every week-day when certain streets in Chicago are so packed with people as to make Broadway look desolate and solitudinous by comparison. That is the hour between half-past five and half-past six o'clock, when the famous tall buildings of the city vomit their inhabitants upon the pavements. Photographs of the principal corners and crossings, taken at the height of the human torrent, suggest the thought that the camera must have been turned on some little-known painting by Doré. Nobody but Doré ever conceived such pictures. To those who are in the crowds, even Chicago seems small and cramped; even her street-cars, running in breakneck trains, prove far too few; even her streets that connect horizon with horizon seem each night to roar at the city officials for further annexation in the morning.

We shall see these crowds simply and satisfactorily accounted for presently; but they exhibit only one phase of the high-pressure existence; they form only

one feature among the many that distinguish the town. In the tall buildings are the most modern and rapid elevators, machines that fly up through the towers like glass balls from a trap at a shooting contest. The slow-going stranger, who is conscious of having been "kneaded" along the streets, like a lump of dough among a million bakers, feels himself loaded into one of those frail-looking baskets of steel netting, and the next instant the elevator-boy touches the trigger, and up goes the whole load as a feather is caught up by a gale. The descent is more simple. Something lets go, and you fall from ten to twenty stories as it happens. There is sometimes a jolt, which makes the passenger seem to feel his stomach pass into his shoes, but, as a rule, the mechanism and management both work marvellously towards ease and gentleness. These elevators are too slow for Chicago, and the managers of certain tall buildings now arrange them so that some run "express" to the seventh story without stopping, while what may be called accommodation cars halt at the lower floors, pursuing a course that may be likened to the emptying of the chambers of a revolver in the hands of a person who is "quick on the trigger." It is the same everywhere in the business district. Along Clark Street are some gorgeous underground restaurants, all marble and plated metal. Whoever is eating at one of the tables in them will see the ushers standing about like statues until a customer enters the door, when they dart forward as if the building were falling. It is only done in order to seat the visitor promptly. Being of a sympathetic and impressionable nature, I bolted along the streets all the time I was there as if some one on the next block had picked my pocket.



In the Auditorium Hotel the guests communicate with the clerk by electricity, and may flash word of their thirst to the bar-tender as lightning dances from the top to the bottom of a steeple. A sort of annunciator is used, and by turning an arrow and pressing a button, a man may in half a minute order a cocktail, towels, ice-water, stationery, dinner, a bootblack, and the evening newspapers. Our horse-cars in New York move at the rate of about six miles an hour. The cable-cars of Chicago make more than nine miles an hour in town, and more than thirteen miles an hour where the population is less dense. They go in trains of from two to four cars each, and with such a racket of gong-ringing and such a grinding and whirl of grip-wheels as to make a modern vestibuled train seem to slight its opportunities for noise. But these street-cars distribute the people grandly, and while they occasionally run over a stray citizen, they far more frequently clear their way by lifting wagons and trucks bodily to one side as they whirl along. It is a rapid and a business-like city. The speed with which cattle are killed and pigs are turned into slabs of salt pork has amazed the world, but it is only the ignorant portion thereof that does not know that the celerity at the stock-yards is merely an effort of the butchers to keep up with the rest of the town. The only slow things in Chicago are the steam railway trains. Further on we will discover why they are so.

I do not know how many very tall buildings Chicago contains, but they must number nearly two dozen. Some of them are artistically designed, and hide their height in well-balanced proportions. A few are mere boxes punctured with window-holes, and stand above their neighbors like great hitching-posts. The best

of them are very elegantly and completely appointed, and the communities of men inside them might almost live their lives within their walls, so multifarious are the occupations and services of the tenants. The best New York office buildings are not injured by comparison with these towering structures, except that they are not so tall as the Chicago buildings, but there is not in New York any office structure that can be compared with Chicago's so-called Chamber of Commerce office building, so far as are concerned the advantages of light and air and openness and roominess which its tenants enjoy. In these respects there is only one finer building in America, and that is in Minneapolis. It is a great mistake to think that we in New York possess all the elegant, rich, and ornamental outgrowths of taste, or that we know better than the West what are the luxuries and comforts of the age. With their floors of deftly laid mosaic-work, their walls of marble and onyx, their balustrades of copper worked into arabesquerie, their artistic lanterns, elegant electric fixtures, their costly and luxurious public rooms, these Chicago office buildings force an exclamation of praise, however unwillingly it comes.

They have adopted what they call "the Chicago method" in putting up these steeping hives. This plan is to construct the actual edifice of steel framework, to which are added thin outer walls of brick or stone masonry, and the necessary partitions of fire-brick, and plaster laid on iron lathing. The buildings are therefore like enclosed bird-cages, and it is said that, like bird-cages, they cannot shake or tumble down. The exterior walls are mere envelopes. They are so treated that the buildings look like heaps of masonry,

but that is homage paid to custom more than it is a material element of strength. These walls are to a building what an envelope is to a letter, or a cover is to a book. The Chicago method is expeditious, economical, and in many ways advantageous. The manner in which the great weight of houses so tall as to include between sixteen and twenty-four stories is distributed upon the ground beneath them is ingenious. Wherever one of the principal upright pillars is to be set up, the builders lay a pad of steel and cement of such extent that the pads for all the pillars cover all the site. These pads are slightly pyramidal in shape, and are made by laying alternate courses of steel beams crosswise, one upon another. Each pair of courses of steel is filled in and solidified with cement, and then the next two courses are added and similarly treated. At last each pad is eighteen inches thick, and perhaps eighteen feet square; but the size is governed by the desire to distribute the weight of the building at about the average of a ton to the square foot.

This peculiar process is necessitated by the character of the land underneath Chicago. Speaking widely, the rule is to find from seven to fourteen feet of sand superimposed upon a layer of clay between ten and forty feet in depth. It has not paid to puncture this clay with piling. The piles sink into a soft and yielding substance, and the clay is not tenacious enough to hold them. Thus the Chicago Post-office was built, and it not only settles continuously, but it settles unevenly. On the other hand, the famous Rookery Building, set up on these steel and cement pads, did not sink quite an inch, though the architect's calculation was that, by squeezing the water out of the clay underneath, it would

settle seven inches. Very queer and differing results have followed the construction of Chicago's biggest buildings, and without going too deep into details, it has been noticed that while some have pulled neighboring houses down a few inches, others have lifted adjoining houses, and still others have raised buildings that were at a distance from themselves. The bed of clay underneath Chicago acts when under pressure like a pan of dough, or like a blanket tautened at the edges and held clear of underneath support. Chicago's great office buildings have basements, but no cellars.

I have referred to the number of these stupendous structures. Let it be known next that they are all in a very small district, that narrow area which composes Chicago's office region, which lies between Lake Michigan and all the principal railroad districts, and at the edges of which one-twenty-fifth of all the railroad mileage of the world is said to terminate, though the district is but little more than half a mile square or 300 acres in extent. One of these buildings—and not the largest—has a population of 4000 persons. It was visited and its elevators were used on three days, when a count was kept, by 19,000, 18,000, and 20,000 persons. Last October there were 7000 offices in the tall buildings of Chicago, and 7000 more were under way in buildings then undergoing construction. The reader now understands why in the heart of Chicago every work-day evening the crowds convey the idea that our Broadway is a deserted thoroughfare as compared with, say, the corner of Clark and Jackson streets.

These tall buildings are mainly built on land obtained on ninety-nine year leasehold. Long leases rather than outright purchases of land have long been a



"WAR"

favorite preliminary to building in Chicago, where, for one thing, the men who owned the land have not been those with the money for building. Where very great and costly buildings are concerned, the long leases often go to corporations or syndicates, who put up the houses. It seems to many strangers who visit Chicago that it is reasonable to prophesy a speedy end to the feverish impulse to swell the number of these giant piles, either through legislative ordinance or by the fever running its course. Many prophesy that it must soon end. This idea is bred of several reasons. In the first place, the tall buildings darken the streets, and transform the lower stories of opposite houses into so many cellars or damp and dark basements. In the next place, the great number of tall and splendid office houses is depreciating the value of the humbler property in their neighborhoods. Four-story and five-story houses that once were attractive are no longer so, because their owners cannot afford the conveniences which distinguish the greater edifices, wherein light and heat are often provided free, fire-proof safes are at the service of every tenant, janitors officer a host of servants, and there are barber-shops, restaurants, cigar and news stands, elevators, and a half-dozen other conveniences not found in smaller houses. It would seem, also, that since not all the people of Chicago spend their time in offices, there must soon come an end of the demand for these chambers. So it seems, but not to a thorough-bred Chicagoan. One of the foremost business men in the city asserts that he can perceive no reason why the entire business heart of the town—that square half-mile of which I have spoken—should not soon be all builded up of cloud-capped towers. There will be a need for them, he says, and the

money to defray the cost of them will accompany the demand. The only trouble he foresees will be in the solution of the problem what to do with the people who will then crowd the streets as never streets were clogged before.

This prophecy relates to a little section of the city, but the city itself contains $181\frac{1}{2}$ square miles. It has been said of the many annexations by which her present size was attained that Chicago reached out and took to herself farms, prairie land, and villages, and that of such material the great city now in part consists. This is true. In suburban trips, such as those I took to Fort Sheridan and Fernwood, for instance, I passed great cabbage farms, groves, houseless but plotted tracts, and long reaches of the former prairie. Even yet Hyde Park is a separated settlement, and a dozen or more villages stand out as distinctly by themselves as ever they did. If it were true, as her rivals insist, that Chicago added all this tract merely to get a high rank in the census reports of population, the folly of the action would be either ludicrous or pitiful, according to the stand-point from which it was viewed. But the true reason for her enormous extension of municipal jurisdiction is quite as peculiar. The enlargement was urged and accomplished in order to anticipate the growth and needs of the city. It was a consequence of extraordinary foresight, which recognized the necessity for a uniform system of boulevards, parks, drainage, and water provision when the city should reach limits that it was even then seen must soon bound a compact aggregation of stores, offices, factories, and dwellings. To us of the East this is surprising. It might seem incredible were there not many other evidences of the same spirit and sagacity not only

in Chicago, but in the other cities of the West, especially of the North-west. What Minneapolis, St. Paul, and Duluth are doing towards a future park system reveals the same enterprise and habit of looking far ahead. And Chicago, in her park system, makes evident her intentions. In all these cities and in a hundred ways the observant traveller notes the same forehandedness, and prepares himself to understand the temper in which the greatest of the Western capitals leaned forth and absorbed the prairie. Chicago expects to become the largest city in America — a city which, in fifty years, shall be larger than the consolidated cities that may form New York at that time.

Now on what substance does Chicago feed that she should foresee herself so great? What manner of men are those of Chicago? What are the whys and the wherefores of her growth?

It seems to have ever been, as it is now, a city of young men. One Chicagoan accounts for its low death-rate on the ground that not even its leading men are yet old enough to die. The young men who drifted there from the Eastern States after the close of the war all agree that the thing which most astonished them was the youthfulness of the most active business men. Marshall Field, Potter Palmer, and the rest, heading very large mercantile establishments, were young fellows. Those who came to Chicago from England fancied, as it is said that Englishmen do, that a man may not be trusted with affairs until he has lost half his hair and all his teeth. Our own Eastern men were apt to place wealth and success at the middle of the scale of life. But, in Chicago, men under thirty were leading in commerce and industry. The sight was a spur to all the

young men who came, and they also pitched in to swell the size and successes of the young men's capital. The easy making of money by the loaning of it and by handling city realty—sources which never failed with shrewd men—not only whetted the general appetite for big and quick money-making, but they provided the means for the establishment and extension of trade in other ways and with the West at large.

It is one of the peculiarities of Chicago that one finds not only the capitalists but the store-keepers discussing the whole country with a familiarity as strange to a man from the Atlantic coast as Nebraska is strange to most Philadelphians or New-Yorkers. But the well-informed and "hustling" Chicagoan is familiar with the differing districts of the entire West, North, and South, with their crops, industries, wants, financial status, and means of intercommunication. As in London we find men whose business field is the world, so in Chicago we find the business men talking not of one section or of Europe, as is largely the case in New York, but discussing the affairs of the entire country. The figures which garnish their conversation are bewildering, but if they are analyzed, or even comprehended, they will reveal to the listener how vast and how wealthy a region acknowledges Chicago as its market and its financial and trading centre.

Without either accepting or contesting any part of the process by which Chicago men account for their city's importance or calculate its future, let me repeat a digest of what several influential men of that city said upon the subject. Chicago, then, is the centre of a circle of 1000 miles diameter. If you draw a line northward 500 miles, you find everywhere arable land and



timber. The same is true with respect to a line drawn 500 miles in a north-westerly course. For 650 miles westward there is no change in the rich and alluring prospect, and so all around the circle, except where Lake Michigan interrupts it, the same conditions are found. Moreover, the lake itself is a valuable element in commerce. The rays or spokes in all these directions become materialized in the form of the tracks of 35 railways which enter the city. Twenty-two of these are great companies, and at a short distance sub-radials made by other railroads raise the number to 50 roads. As I have already said, in Chicago one-twenty-fifth of the railway mileage of the world terminates, and serves 30,000,000 persons, who find Chicago the largest city easily accessible to them. Thus is found a vast population connected easily and directly with a common centre, to which everything they produce can be brought, and from which all that contributes to the material progress and comfort of man may be economically distributed.

A financier who is equally well known and respected in New York and Chicago put the case somewhat differently as to what he called Chicago's territory. He considered it as being 1000 miles square, and spoke of it as "the land west of the Alleghanies and south of Mason and Dixon's line." This region, the richest agricultural territory in the world, does its financiering in Chicago. The rapid increase in wealth of both the city and the tributary region is due to the fact that every year both produce more, and have more to sell and less to buy. Not long ago the rule was that a stream of goods ran eastward over the Alleghanies, and another stream of supplies came back, so that the West had lit-

the gain to show. But during the past five years this back-setting current has been a stream of money returned for the products the West has distributed. The West is now selling to the East and to Europe and getting money in return, because it is manufacturing for itself, as well as tilling the soil and mining for the rest of the world. It therefore earns money and acquires a profit instead of continuing its former process of toiling merely to obtain from the East the necessities of life.

The condition in which Nebraska and Kansas find themselves is the condition in which a great part of the West was placed not long ago—a condition of debt, of being mortgaged, and of having to send its earnings to Eastern capitalists. That is no longer the case of the West in general. The debtor States now are Kansas, Nebraska, the two Dakotas, and western Minnesota; but Iowa, Illinois, Ohio, Indiana, Missouri, Wisconsin, and Michigan (the States most closely tributary to Chicago) have paid off their mortgages, and are absorbing money and investing it in local improvements. What they earn is now their own, and it comes back to them in the form of money. This money used to be shipped to the East, to which these States were in debt, but now it is invested where it is earned, and the consequence has been that in the last five or six years the West has rarely shipped any currency East, but has been constantly drawing it from there.

In this change of condition is seen an explanation of much that has made Chicago peculiar. She has been what she would call "hustling." For years, in company with the entire Western country, she has been making money only to pay debts with. That, they say, is why men in Chicago have talked only "business;"

that is why Chicago has had no leisure class, no reservoir of home capital seeking investment. The former conditions having changed, now that she is producing more and buying less, the rest will change also.

When we understand what are the agricultural resources of the region for which Chicago is the trading-post, we perceive how certain it was that its debt would be paid, and that great wealth would follow. The corn lands of Illinois return a profit of \$15 to the acre, raising 50 to 60 bushels at $42\frac{1}{2}$ cents a bushel last year, and at a cost for cultivation of only \$7 an acre. Wheat produces \$22.50 an acre, costs a little less than corn, and returns a profit of from \$12 to \$15. Oats run 55 bushels to the acre, at 27 cents a bushel, and cost the average farmer only, say, \$6 an acre, returning \$8 or \$9 an acre in profit. These figures will vary as to production, cost, and profit, but it is believed that they represent a fair average. This midland country, of which Chicago is the capital, produces 2,000,000,000 bushels of corn, 700,000,000 bushels of oats, 50,000,000 hogs, 28,000,000 horses, 30,000,000 sheep, and so on, to cease before the reader is wearied; but in no single instance is the region producing within 50 per cent. of what it will be made to yield before the expiration of the next twenty years. Farming there has been haphazard, rude, and wasteful; but as it begins to pay well, the methods begin to improve. Drainage will add new lands, and better methods will swell the crops, so that, for instance, where 60 bushels of corn to the acre are now grown, at least 100 bushels will be harvested. All the corn lands are now settled, but they are not improved. They will yet double in value. It is different

with wheat ; with that the maximum production will soon be attained.

Such is the wealth that Chicago counts up as tributary to her. By the railroads that dissect this opulent region she is riveted to the midland, the southern, and the western country between the Rockies and the Alleghanies. She is closely allied to the South, because she is manufacturing and distributing much that the South needs, and can get most economically from her. Chicago has become the third manufacturing city in the Union, and she is drawing manufactures away from the East faster than most persons in the East imagine. To-day it is a great Troy stove-making establishment that has moved to Chicago ; the week before it was a Massachusetts shoe-factory that went there. Many great establishments have gone there, but more must follow, because Chicago is not only the centre of the midland region in respect of the distribution of made-up wares, but also for the concentration of raw materials. Chicago must lead in the manufacture of all goods of which wood, leather, and iron are the bases. The revolution that took place in the meat trade when Chicago took the lead in that industry affected the whole leather and hide industry. Cattle are dropping 90,000 skins a week in Chicago, and the trade is confined to Chicago, St. Louis, Kansas City, Omaha, and St. Paul. It is idle to suppose that those skins will be sent across the Alleghanies to be turned into goods and sent back again. Wisconsin has become a great tanning State, and all over the district close around Chicago are factories and factory towns where hides are turned into leather goods. The West still gets its finer goods in the East, but it is making the coarser grades, and to



such an extent as to give a touch of New England color to the towns and villages around Chicago.

This is not an unnatural rivalry that has grown up. The former condition of Western dependence was unnatural. The science of profitable business lies in the practice of economy. Chicago has in abundance all the fuels except hard coal. She has coal, oil, stone, brick—everything that is needed for building and for living. Manufactures gravitate to such a place for economical reasons. The population of the north Atlantic division, including Pennsylvania and Massachusetts, and acknowledging New York as its centre, is 17,401,000. The population of the northern central division, trading with Chicago, is 22,362,279. Every one has seen each succeeding census shift the centre of population farther and farther West, but not every one is habituated to putting two and two together.

“Chicago is yet so young and busy,” said he who is perhaps the leading banker there, “she has no time for anything beyond each citizen’s private affairs. It is hard to get men to serve on a committee. The only thing that saves us from being bores is our civic pride. We are fond, proud, enthusiastic in that respect. But we know that Chicago is not rich, like New York. She has no bulk of capital lying ready for investment and reinvestment; yet she is no longer poor. She has just got over her poverty, and the next stage, bringing accumulated wealth, will quickly follow. Her growth in this respect is more than paralleled by her development into an industrial centre.”

So much, then, for Chicago’s reasons for existence. The explanation forms not merely the history of an American town, and a town of young men, it points an

old moral. It demonstrates anew the active truth that energy is a greater force than money. It commands money. The young founders of Chicago were backed in the East by capitalists who discounted the energy they saw them display. And now Chicago capitalists own the best street railway in St. Louis, the surface railway system of Toledo, a thousand enterprises in hundreds of Western towns.

Chicago has been as crude and rough as any other self-creating entity engaged in a hard struggle for a living. And latterly confidence in and exultation over the inevitable success of the battle have made her boastful, conceited, and noisy. But already one citizen has taken to building houses for rental and not for sale. He has arranged an imitation Astor estate as far ahead as the law will permit, which is to say, to one generation unborn. Already, so they boast in Chicago, you may see a few tables in the Chicago Club surrounded by whist-players with gray locks and semispherical waistcoats *in the afternoons during business hours!*—a most surprising thing, and only possible at the Chicago Club, which is the old club of the “old rich.” These partially globular old whist-players are still in business, of course, as everybody is, but they let go with one hand, as it were, in the afternoons, and only stroll around to their offices at four or five o’clock to make certain that the young members of the other clubs have not stolen their trade while they were playing cards. The other clubs of Chicago merely look like clubs, as we understand the word in New York. They are patronized as our dining-clubs are, with a rush at luncheon-time, although at both ends of the town, in the residence districts, there are clubs to which men drift on Sundays.

And here one is brought to reflect that Chicago is distinctly American. I know that the Chicagoans boast that theirs is the most mixed population in the country, but the makers and movers of Chicago are Americans. The streets of the city are full of strange faces of a type to which we are not used in the East—a dish-faced, soft-eyed, light-haired people. They are Scandinavians; but they are as malleable as lead, and quickly and easily follow and adopt every Americanism. In return, they ask only to be permitted to attend a host of Lutheran churches in flocks, to work hard, live temperately, save thriftily, and to pronounce every *j* as if it were a *y*. But the dominating class is of that pure and broad American type which is not controlled by New England or any other tenets, but is somewhat loosely made up of the overflow of the New England, the Middle, and the Southern States. It is as mixed and comprehensive as the West Point school of cadets. It calls its city "She-caw-ger." It inclines to soft hats, and only once in a great while does a visitor see a Chicagoan who has the leisure or patience to carry a cane. Its signs are eloquent of its habits, especially of its habit of freedom. "Take G——'s candy to the loved ones at home," stares from hundreds of walls. "Gentlemen all chew Fraxy because it sweetens the breath after drinking," one manufacturer declares; then he adds, "Ladies who play tennis chew it because it lubricates the throat." A bottler of spring water advertises it as "God's own liver remedy." On the bill-boards of a theatre is the threat that "If you miss seeing Peter Peterson, half your life will be gone." In a principal street is a characteristic sign product, "My fifteen-cent meals are world-beaters;" yet there are worse terrors for Chicago diners-

out, as is shown by the sign, "Business lunch quick and cheap."

But the visitor's heart warms to the town when he sees its parks and its homes. In them is ample assurance that not every breath is "business," and not every thought commercial. Once out of the thicket of the business and semi-business district, the dwellings of the people reach mile upon mile away along pleasant boulevards and avenues, or facing noble parks and parkways, or in a succession of villages green and gay with foliage and flowers. They are not cliff dwellings like our flats and tenements; there are no brownstone cañons like our up-town streets; there are only occasional hesitating hints there of those Philadelphian and Baltimorean mills that grind out dwellings all alike, as nature makes pease and man makes pins. There are more miles of detached villas in Chicago than a stranger can easily account for. As they are not only found on Prairie Avenue and the boulevards, but in the populous wards and semi-suburbs, where the middle folk are congregated, it is evident that the prosperous moiety of the population enjoys living better (or better living) than the same fraction in the Atlantic cities.

Land in New York has been too costly to permit of these villa-like dwellings, but that does not alter the fact that existence in a home hemmed in by other houses is at best but a crippled living. There never has been any valid excuse for the building of these compressed houses by New York millionaires. It sounds like a Celtic bull, but, in my opinion, the poorer millionaires of Prairie Avenue are better off. A peculiarity of the buildings of Chicago is in the great variety of building-stones that are employed in their construction.



Where we would build two blocks of brownstone, I have counted thirteen varieties of beautiful and differing building material. Moreover, the contrasts in architectural design evidence among Chicago house-owners a complete sway of individual taste. It is in these beautiful homes that the people, who do not know what to do with their club-houses, hold their card-parties; it is to them that they bring their visitors and friends; in short, it is at home that the Chicagoan recreates and loafs.

It is said, and I have no reason to doubt it, that the clerks and small tradesmen who live in thousands of these pretty little boxes are the owners of their homes; also that the tenements of the rich display evidence of a tasteful and costly garnering of the globe for articles of luxury and *virtu*. A sneering critic, who wounded Chicago deeply, intimated that theirs must be a primitive society where the rich sit on their door-steps of an evening. That really is a habit there, and in the finer districts of all the Western cities. To enjoy themselves the more completely, the people bring out rugs and carpets, always of gay colors, and fling them on the steps—or stoops, as we Dutch legatees should say—that the ladies' dresses may not be soiled. As these step clothings are as bright as the maidens' eyes and as gay as their cheeks, the effect may be imagined. For my part, I think it argues well for any society that indulges in the trick, and proves existence in such a city to be more human and hearty and far less artificial than where there is too much false pride to permit of it. In front of many of the nice hotels the boarders lug out great arm-chairs upon the portal platforms or beside the curbs. There the men sit in rows, just as I can remem-

ber seeing them do in front of the New York Hotel and the old St. Nicholas Hotel in happy days of yore, to smoke in the sunless evening air, and to exchange comments on the weather and the passers-by. If the dead do not rise until the Judgment Day, but lie less active than their dust, then old Wouter Van Twiller, Petrus Stuyvesant, and the rest of our original Knickerbockers will be sadly disappointed angels when they come to, and find that we have abandoned these practices in New York, after the good example that our first families all set us.

It is in Chicago that we find a great number of what are called boulevarded streets, at the intersections of which are signs bearing such admonitions as these: "For pleasure driving. No traffic wagons allowed;" or, "Traffic teams are not allowed on this boulevard." Any street in the residence parts of the city may be boulevarded and turned over to the care of the park commissioners of the district, provided that it does not lie next to any other such street, and provided that a certain proportion of the property-holders along it are minded to follow a simple formula to procure the improvement. Improved road-beds are given to such streets, and they not only become neat and pretty, but enhance the value of all neighboring land. One boulevard in Chicago penetrates to the very heart of its bustling business district. By means of it men and women may drive from the southern suburbs or parks to the centre of trade, perhaps to their office doors, under the most pleasant conditions. By means of the lesser beautified avenues among the dwellings men and women may sleep of nights, and hide from the worst of the city's tumult among green lawns and flower-beds.

Chicago's park system is so truly her crown, or its diadem, that its fame may lead to the thought that enough has been said about it. That is not the case, however, for the parks change and improve so constantly that the average Chicagoan finds some of them outgrowing his knowledge, unless he goes to them as he ought to go to his prayers. It is not in extent that the city's parks are extraordinary, for, all told, they comprise less than 2000 acres. It is the energy that has given rise to them, and the taste and enthusiasm which have been expended upon them, that cause our wonder. Sand and swamp were at the bottom of them, and if their surfaces now roll in gentle undulations, it is because the earth that was dug out for the making of ponds has been subsequently applied to the forming of hills and knolls. The people go to some of them upon the boulevards of which I have spoken, beneath trees and beside lawns and gorgeous flower-beds, having their senses sharpened in anticipation of the pleasure-grounds beyond, as the heralds in some old plays prepare us for the action that is to follow. Once the parks are reached, they are found to be literally for the use of the people who own them. I have a fancy that a people who are so largely American would not suffer them to be otherwise. There are no signs warning the public off the grass, or announcing that they "may look, but mustn't touch" whatever there is to see. The people swarm all over the grass, and yet it continues beautiful day after day and year after year. The floral displays seem unharmed; at any rate, we have none to compare with them in any Atlantic coast parks. The people even picnic on the sward, and those who can appreciate such license find, ready at hand, baskets in which to hide the litter which follows. And, O ye

who manage other parks we wot of, know that these Chicago playgrounds seem as free from harm and eye-sore as any in the land.

The best parks face the great lake, and get wondrous charms of dignity and beauty from it. At the North Side the Lincoln Park commissioners, at great expense, are building out into the lake, making a handsome paved beach, sea-wall, esplanade, and drive to enclose a long, broad body of the lake water. Although the great blue lake is at the city's edge, there is little or no sailing or pleasure-boating upon it. It is too rude and treacherous. Therefore these commissioners of the Lincoln Park are enclosing, behind their new-made land, a watercourse for sailing and rowing, for racing, and for more indolent aquatic sport. The Lake Shore Drive, when completed, will be three miles in length, and will connect with yet another notable road to Fort Sheridan twenty-five miles in length. All these beauties form part of the main exhibit at the Columbian Exposition. Realizing this, the municipality has not only voted \$5,000,000 to the Exposition, but has set apart \$3,500,000 for beautifying and improving the city in readiness for the Exposition and its visitors, even as a bride decketh herself for her husband. That is well; but it is not her beauty that will most interest the visitors to Chicago.

I have an idea that all this is very American; but what is to be said of the Chicago Sunday, with its drinking-shops all wide open, and its multitudes swarming out on pleasure bent? And what of the theatres opening to the best night's business of the week at the hour of Sunday evening service in the churches? I suspect that this also is American—that sort of American that develops under Southern and Western influences not



dominated by the New England spirit. And yet the Puritan traditions are not without honor and respect in Chicago, witness the fact that the city spent \$17,250,000 during the past five years upon her public schools.

Another thing that I suspect is American, though I am sorry to say it, is the impudence of the people who wait on the public. It is quite certain that the more intelligent a man is, the better waiter he will make; but your free-born American acknowledges a quality which more than offsets his intelligence. In pursuit of knowledge I went to a restaurant, which was splendid if it was not good, and the American who waited on me lightened his service with song in this singular manner: "Comrades, com—you said coffee, didn't yer?—ever since we were boys; sharing each other's sor—I don't think we've got no Roquefort—sharing each other's joys. Brie, then—keerect!" (I recall this against my country, not against Chicago restaurants. A city which possesses Harvey's, Kinsley's, or the Wellington need not be tender on that point.) But it is as much as a man's self-respect is worth to hazard a necessary question of a ticket-seller in a theatre or railroad depot. Those *bona fide* Americans, the colored men, are apt to try their skill at repartee with the persons they serve; and while I cannot recall an instance when a hotel clerk was impudent, I several times heard members of that fraternity yield to a sense of humor that would bankrupt a Broadway hotel in three weeks. In only one respect are the servitors of the Chicago public like the French; they boast the same motto—"Liberty, equality, fraternity."

There is another notable thing in Chicago which, I am certain, is a national rather than a merely local peculiarity. I refer to dirty streets. In our worst periods in

New York we resort to a Latin trick of tidying up our most conspicuous thoroughfares, and leaving the others to the care of—I think it must be the Federal Weather Bureau to whose care we leave them. However, nearly all American cities are disgracefully alike in this respect, and until some dying patriot bequeaths the money to send every Alderman (back) to Europe to see how streets should and can be kept, it is, perhaps, idle to discuss the subject. But these are all comparative trifles. Certainly they will seem such to whoever shall look into the situation of Chicago closely enough to discover the great problems that lie before the people as a corporation.

She will take up these questions in their turn and as soon as possible, and, stupendous as they are, no one who understands the enterprise and energy of Chicago will doubt for a moment that she will master them shrewdly.

These problems are of national interest, and one is a subject of study throughout Christendom. They deal with the disciplining of the railroads, which run through the city at a level with the streets, and with the establishment of an efficient system of drainage or sewage. A start has been made for the handling of the sewage question. The little Chicago River flows naturally into the great lake; but years ago an attempt to alter its course was made by the operation of pumping-works at Bridgeport, within the city limits, whereby 40,000 gallons of water per minute are pumped out of the river, and into a canal that connects with the Illinois River, and thence with the Mississippi and the Gulf of Mexico. At most times this causes a sluggish flow of the river southward away from the lake. Water from the lake is also pumped into the river to dilute its waters, but it remains

a noisome stream, a sewer in fact, whose waters at times flow or are driven into Lake Michigan to pollute the city's water supply. "Measures have been taken to construct a large gravity channel as an outlet for the sewage into the Illinois River. The Chicago Sanitary District has been formed by act of Legislature; nine trustees have been elected to supervise the construction of the channel, engineers have been set at work upon surveys," and perhaps the channel which will result will serve the double purpose of disposing of the sewage and establishing a navigable waterway connecting Chicago and her commerce with the Mississippi River. It is said that this will cost Chicago \$20,000,000. Honestly done, it will certainly be worth whatever it costs.

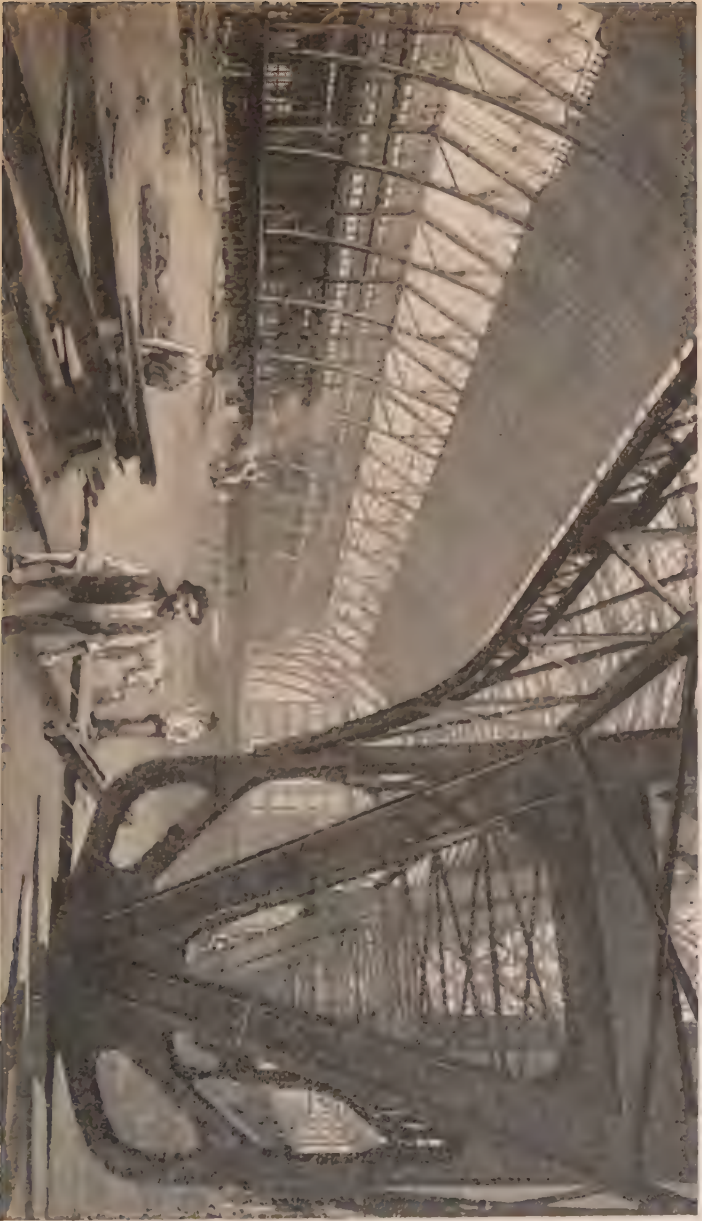
Chicago's water supply has been linked with this sewage problem. It does not join with it. Once the sewage matter were settled, the old two-mile crib in Lake Michigan would bring to town water than which there is none more pure on earth. The four-mile tunnel and crib now in course of construction (that is to say, the tunnel and gate pushed four miles out into the lake) certainly will leave nothing to be desired, even as the sewage is now ordered.

The railroad question is more bothersome. Chicago is criss-crossed by a gridiron of railway tracks. Practically all of them enter the city and dissect the streets at grade; that is to say, at the level of the city's arteries. Speaking not too loosely, the locomotives and cars mangle or kill two persons on every week-day in the year, or six hundred persons annually. The railroad officials argue that they invented and developed Chicago, and that her people are ungrateful to protest against a little thing like a slaughter which would depopulate an ordi-

nary village in a year. In so far as it is true that they created the city, they will but repeat the experience of that fabled inventor whose monstrous mechanical offspring claimed him for its victim, for, in a wholesome public-spirited sense, that is what must become their fate. Chicago is ten miles deep and twenty-four miles wide, and the railroads (nearly all using a number of tracks) all terminate within 4000 feet of the Rookery Building. I rely on the accuracy of a noted Chicagoan for that measurement. The Rookery is situated very much as the Bank of England is in London and as the City Hall is in New York, so that it will be seen that Chicago is at the mercy of agencies that should be her servants, and not her masters.

Some railroad men, looking from their stand-point, assert that it will cost Chicago \$100,000,000 to overcome this injury to her comfort and her safety. This assertion is often echoed in Chicago by men not in the railroad business. On the other hand, I shall be surprised if the railroads do not have to bear a large share of the cost, whatever it may prove to be, because I take it that Chicago will not fail to profit by the experiences of other cities where this problem has already been dealt with, and where it has not been so lightly taken for granted that when railroads are in the way of the people, it is the people, and not the railroads, who must pay to move them out of the way. The sum of present human judgment seems to be that the cost is divisible, and that the railroads should look after their tracks, and the people after their streets.

The entire nation will observe with keen interest the manner in which Chicago deals with this problem, not with any anticipation of an unjust solution that will



trespass on the popular rights, but to note the determination of the lesser question, whether the railroads shall be compelled to sink their tracks in trenches or to raise them on trusses, or whether, as has also been suggested, all the roads shall combine to build and terminate at a common elevated structure curving around the outside of the thick of the city, and capable of transferring passengers from road to road, as well as of distributing them among points easily accessible from every district.

One would think it would be to the advantage of the principal railway corporations to try at once to effect an agreement among themselves and with the city for this reform, because, as I have said, the railroads are now the slowest of Chicago's institutions. The reduced speed at which the municipality obliges them to run their trains must be still further modified, and even the present headway is hindered by the frequent delays at the numerous crossings of the tracks. This is a nuisance. Every occasional traveller feels it, and what must it be to the local commuters who live at a distance from their business? They move by slow stages a quarter of an hour or more before the cars in which they ride are able to get under the scheduled headway. But it is more than a local question. It is one of the peculiarities of Chicago that she arrests a great proportion of the travelling public that seeks destinations beyond her limits in either direction. They may not want to go to Chicago at all, but it is the rule of most roads that they must do so. They must stop, transfer baggage, and change railroads. Often a stay at a hotel is part of the requirement. If this is to continue, the public might at least have the performance expedited. Both the local and the general nuisance will, in all likelihood, be reme-

died together. It is the aim of all progressive railroad managers to shorten time and prevent transfers wherever possible; and delays against which the entire travelling public protests cannot long avoid remedy.

In interviews with Chicago men the newspapers have obtained many estimates of the number of visitors who will attend the Columbian Exposition. One calculation, which is called conservative, is that 10,000,000 persons will see the display, and will leave \$300,000,000 in the city. It is not easy to judge of such estimates, but we know that there is a wider interest in this Exposition than in any that was ever held. We know also that in the foremost countries of Europe workmen's clubs and popular lotteries have been established or projected for the purpose of sending their most fortunate participants to Chicago—a few of many signs of an uncommon desire to witness the great exhibition.

Whatever these visitors have heard or thought of Chicago, they will find it not only an impressive but a substantial city. It will speak to every understanding of the speed with which it is hastening to a place among the world's capitals. Those strangers who travel farther in our West may find other towns that have builded too much upon the false prospects of districts where the crops have proved uncertain. They may see still other showy cities, where the main activity is in the direction of "swapping" real estate. It is a peculiar industry, accompanied by much bustle and lying. But they will not find in Chicago anything that will disturb its tendency to impress them with a solidity and a degree of enterprise and prosperity that are only excelled by the almost idolatrous faith of the people in their community. The city's broad and regular thorough-

fares will astonish many of us who have imbibed the theory that streets are first mapped out by cows; its alley system between streets will win the admiration of those who live where alleys are unknown; its many little homes will speak volumes for the responsibility and self-respect of a great body of its citizens.

The discovery that the city's harbor is made up of forty-one miles of the banks of an internal river will lead to the satisfactory knowledge that it has preserved a great part of its beautiful front upon Lake Michigan as an ornament. This has been bordered by parks and parkways in pursuance of a plan that is interrupted to an important extent only where a pioneer railway came without the foreknowledge that it would eventually develop into a nuisance and an eyesore. Its splendid hotels, theatres, schools, churches, galleries, and public works and ornaments will commend the city to many who will not study its commercial side. In short, it will be found that those who visit the Exposition will not afterwards reflect upon its assembled proofs of the triumphs of man and of civilization without recalling Chicago's contribution to the sum.

CHAPTER II

HOW CHICAGO WAS BORN

WHETHER they are fables like the story of the twins who founded Rome, or whether they are as tame as the account of the purchase of Manhattan Island from the Indians, there is always something peculiarly interesting in the stories of the babyhood of great cities. Their small and often beggarly beginnings, the little promise they give of the mighty size and importance they are to achieve, their mishaps and setbacks, which, like the illnesses of human children, seem again and again to threaten their tender and slender existence—all these narratives that make up history become more and more interesting as the cities themselves grow greater and greater. There was a time when London seems to have “gone out,” like a lighted candle in the wind, or like those great cities of Africa which the Bible tells of, and which now are but ruins and broken memories.

Stories of the early infantile struggles of cities seem like stories of men; they have a human character and interest. Perhaps it is because they are mainly tales of what men did, and yet there are accounts of earthquakes and epidemics and fires, in which the parts that single individuals did are lost sight of or not told at all, and



FIGURE OF "FIRE" FOR MACHINERY HALL.
(From a Photograph by O. M. Morris & Co.)

we either see the cities destroyed forever, or quickly springing up again like new trees where a forest had fallen.

Whoever goes to see the Columbian Exposition at Chicago next year will be reminded that this great American city had an uncommonly lively and tragic adventure in its childhood. This will be brought to mind by the sight of a large white marble tablet set in the wall of a storehouse on Michigan Avenue close to the Chicago River, which cuts the big city into three districts—the north, the south, and the west.

This great tablet tells of the first important building in Chicago, and fixes its site. Along the arched top of the tall slab of stone are these words, "Block-house of Fort Dearborn." Under that arch is a carved picture of a typical wooden fort built of logs, and enclosed by a high, thick log fence or "palisadoc," as our forefathers would have called it. The picture shows that the fort was square, and the second story, where the cannon peeped out, projected beyond the first story, as if a large box had been built on top of a smaller one. On the roof of this second story was a cupola or observatory, with a flag flying on top of that. Such forts were very common once. Wherever the white men were surrounded by Indians, or were pushing our frontier farther and farther west, they put up such block-houses as this—in Canada as well as in this country. New York City itself, when it was a Dutch trading-post, had its little huddle of houses inside a palisadoc around very much such a fort.

But what is carved in letters under the picture holds the passer-by longer. It is a brief account of the birth

and first trouble of Chicago when it was a baby city. This is what the visitor will read upon the tablet :

"This building is on the site of old Fort Dearborn, which extended a little across Michigan Avenue and somewhat into the river as it now is.

"The fort was built in 1803 & 4, forming our outmost defense.

"By order of Gen. Hull it was evacuated Aug. 15, 1812, after its stores and provisions had been distributed among the Indians. Very soon after, the Indians attacked and massacred about fifty of the troops and a number of citizens, including women and children, and next day burned the fort. In 1816 it was rebuilt, but after the Black Hawk war it went into general disuse, and in May, 1837, was abandoned by the army, but was occupied by various government officers till 1857, when it was torn down, excepting a single building, which stood upon this site till the great fire of Oct. 9, 1871.

"At the suggestion of the Chicago Historical Society this tablet was erected by

W. M. HOYT.

"Nov., 1880."

Before the erection of that fort the history of Chicago was slight, trifling, broken, and obscure. The river had been found by Louis Joliet, the agent of Count Frontenac, who was the Governor of that immense territory extending over the North-west, and called New France. At any rate, Joliet first published the existence of the river in a map that he roughly made. Then and afterwards it was variously called Eschikagow or Checagow. In the language of the Illinois tribe the word meant onion, and it is said that onions grew plentifully along the little river. Other Indians used the same word when they spoke of a polecat. The date of Joliet's exploration was about 1673.

The first actual settler where now upwards of a million persons are living was a negro named Point de Sable,

who had a cabin on the river-side in 1779, and who grew noted and prosperous as a trapper and fur-trader. Other hunters and traders came and settled near by, and soon the black pioneer sold his business to a Frenchman and went away.

How France lost her territory upon the lakes and east of the Mississippi, how England ruled, and how her rule was broken by our Revolutionary War, are matters of general history in which this little trading-post at the southern end of Lake Michigan took no part. But Chicago was upon our new American frontier, and many of the wild Indians of the woods and the plains were unfriendly to us, and willing to harass us to please the British. Therefore Congress was urged to establish a fort farther west than it had done before, to show the savages our soldiers, and to impress them with our greatness. Chicago was the place chosen for the site of the new fort. The nearest western frontier posts at that time were Fort Wayne, Detroit, and Mackinac. The latter place has proven a dwarf. It has nearly stood still, while the other two are thriving cities. Mackinac was known as "Michilimacinac," and is now a beautiful and lively watering-place in summer and a little village in winter.

The War Department issued the order to build the fort, and Captain John Whistler, then at Mackinac, was sent to superintend the work. The captain sailed to Chicago with his wife and son and the young man's bride. The private soldiers who were to build and man the fort came to Chicago by land, under the command of Lieutenant Swearington. Theirs was a perilous journey. The captain's boat reached the mouth of the Chicago River in July, 1803, where a multitude of Indians

had gathered to see the soldiers. The fort was finished in 1804. A village grew up beside it, but it was a village cut off from all the world of civilized beings. Now and then, on visits far apart, a sailing-vessel brought supplies. The Indians of the neighborhood were friendly, but beyond and around them were more savage red men who hated the Americans and plotted to destroy the little lonely fort, arguing that the Americans meant to rob the red men of their hunting-grounds.

The officers of the fort were changed in 1811. At that time, when a Captain Heald was in command, the village had grown considerably. Captain Heald's wife and several other women lived within the block-house enclosure. The settlers outside had wives and children, and there were already some farms along the river-banks. Then came the war with England in 1812, and the terrible massacre wherein the majority of those who composed the Chicago of that day were slain.

Fort Michilimacinae, and then Detroit, fell into the hands of the British. General Hull, who was the American in command at Detroit, sent word to Captain Heald at Fort Dearborn warning him of his peril, and advising him to leave his fort and save himself and his troops. Captain Heald got the same advice from the friendly Indians and the white men around him. All told him that if he would divide his provisions with the Indians, he could get beyond their reach while they feasted and drank, as Indians will under such circumstances. He was told to do this at once. He was slow. He tardily called a council of the Pottawatomies, who were hostile and dangerous, and promised them not only provisions, but all the extra arms and ammunition, as well as a gift of money. They were pleased, but when they heard of



the defeats we had suffered at the hands of the British they grew insolent. To punish them for some act that displeased him Captain Heald broke his word. They found that he had destroyed his surplus arms and broken in the heads of some casks of the liquor he had promised them. Even some Indians who had been friendly to the captain now joined his enemies.

A Captain Wells, brother to Mrs. Heald, started from Fort Wayne, leading a small band of Miami Indians, to try to rescue the garrison at Fort Dearborn. He arrived on August 14, 1812, and succeeded, apparently, in convincing the commandant that he must fly at once, for all the troops abandoned the fort on the next day. In all about sixscore men, women, and children (the garrison of sixty-five men and officers, the Indians who came with Wells, and the women and children of the fort and village) started for Fort Wayne. They marched along the lake-side sands. Where they marched stands Chicago, as solid as London. There was grass or prairie land beyond, and over that crept the angry Pottawatomies. Whatever distribution of provisions was made, they were not satisfied.

It is said that they had reached that point where Eighteenth Street now ends at the lake when Captain Wells, who was leading, rode back and commanded all to form in military order and charge the foe, who were about to make an attack. His words had a deadly echo, for at that instant the massacre began—the Indians fired upon the whites. At the first fire the wretched Indian allies ran away. The others fought gallantly and hard. Again and again they drove the Indians back and lessened their numbers. Captain Wells, Ensign Ronan, a settler named Kinzie, and other heroes, showed wonder-

ful courage. Ronan fought after he was terribly wounded, and kept firing till he died.

An Indian youth found several children in a wagon unprotected, and murdered them all. But for this the end might have been different, for when another mile had been fought over, an attempt was made to parley with the Indians. The white men saw that it was certain slaughter to continue fighting. Unfortunately, Captain Wells then learned of the killing of the little children. He became wild with rage. He turned and made for the teepees of the Indian squaws and children. He was overtaken and killed, and, in a word, such was the fate of seven out of every ten in the party that had abandoned Fort Dearborn.

The farm-houses, the cabins of the fur-traders, and the fort itself, all fell before the fury of the red men. As we have seen by the record on the tablet which marks its site, it was rebuilt in 1816, but after that its history was prosaic, until a remnant of its buildings passed away in the sea of flame that all but destroyed the great city that had grown up around it in 1871.

CHAPTER III

THE WAY IT IS GOVERNED

THE city government of Chicago recalls that garment of which a humble poet has written,

“His coat so large dat he couldn’t pay de tailor,
And it won’t go half-way round.”

It is a Josephian coat of many colors, made up of patches of county methods on top of city rule. And the patches are, some of them, far from neatly joined. Like the immortal Topsy, it has “just growed.” It discloses at once the worst and the best examples of management, the one being so very bad as to seem like a caricature on the most vicious systems elsewhere, while the other extreme copies that which is the essence of the good work in the best-governed city in the world. Chicago, therefore, offers an extremely valuable opportunity for the study and comparison of municipal methods in general.

The worst feature, that which seems almost to caricature the worst products of partisan politics, is seen in the Mayor’s office. The Mayor of Chicago has to hide behind a series of locked doors, and it is almost as difficult to see him as it would be to visit the Prefect of Police in Paris. When he leaves his office he slips out

of a side door—the same by which he seeks his desk. The charm that the door possesses for his eyes is that it is at a distance from the public antechamber of his suite of offices. When he goes to luncheon he takes a closed cab, and is driven to some place a mile or more away, in order that he may eat in peace. The reason for this extraordinary and undemocratic condition of affairs is that the Mayor of Chicago is the worst victim of the spoils system that has yet been created in America. The chase for patronage fetches up at his door, and all the avenues employed in it end at his person. He is almost the sole source and dispenser of public place of every grade.

The system was established a great many years ago, and they say in Chicago that it "worked well enough" under Carter Harrison, because after he got his municipal organization complete he was elected and re-elected several times, and had little difficulty in keeping the machinery of government in smooth running order. It was a city of only 400,000 population in those days, but the conditions were the same. The experience of a succeeding and very recent Mayor was needed to demonstrate the possibilities of an office so constituted. He spent the first year at his desk in handling patronage. He could do nothing else because he undertook to do that. He made it his rule that there should be no appointments that were not approved by him. The present Mayor is of the opposite mind. He has found that if he manages the patronage he cannot perform the other duties of his office. He has inaugurated a new departure, and seeks to make the heads of the subordinate departments responsible for their own appointments. This works only partially, because the place-



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hunters are not to be deceived. They know what his powers are as well as he does, and if they do not get what they want from his deputies, they fall back upon him. He orders them back again to the deputies, and so the game goes on. By setting apart one day in the week for the scramble, and by locking himself up like a watchman in a safe-deposit vault, he manages to serve as Mayor. But he finds the nuisance very great, and says so. When told that it seemed singular to find a Mayor behind bolts and locks, and accessible only to those who "get the combination," as the safe-makers would say, he replied that only by such a plan was he able to do any work. Mr. Washburne, the present Mayor, is a square-headed, strong-jawed, forcible-looking man, under the middle age and with youthful energy, who gives his visitors the impression that he will leave as good a record as the system can be forced to afford.

Chicago is a Republican city, but is rapidly becoming Democratic. There are no "bosses" or "machines" there. Western soil does not seem suitable for those growths. The Democrats have been trying to effect an organization like that of Tammany Hall, but they are divided into two factions, and the plan has fallen between the two. The Republicans have recently recovered from a mild attempt at bossism. They are also divided, and only unite under favorable circumstances. The assessment evil is said not to be very great. Candidates or their friends contribute towards the cost of election contests, and public employés are assessed for the same purpose, but these outrageous taxes seem to be laid on lightly. It's your machine that always calls for excessive oiling, and it is noticeable that the chief engineers nearly always grow mysteriously rich.

In the city government there are four charter officers who are elected by the people — the Mayor, the City Treasurer, the City Attorney, and the City Clerk. Each is independent of the other, and the Mayor is not vested with power to remove the others. The City Attorney is in charge of the litigations into which the corporation is drawn ; but the more important legal officer is the Corporation Counsel, who acts as adviser to the government, and is appointed by the Mayor. The manner in which this office came to be created is peculiar. It is said that a score or more years ago there was elected to the City Attorney's place a man who knew no law, and proved worse than no attorney at all. A competent adviser was needed, and so the new office was created, and has ever since remained a feature of the government.

We still find justices of the peace in Chicago, and in great force of numbers. They are county officers. They have jurisdiction everywhere, as they please to exercise it, and live upon their fees — a plan that works no better there than elsewhere, that causes rivalry and confusion where there should be only the dignity of law, and that creates courts which are inclined to rule against the defendants, and to extort money from all from whom it can be got. These justices are named by the judges of record of the county, and the list is sent to the Legislature for approval and appointment. From the lot the police-magistrates are selected by the Mayor. There are ten police-courts and twelve magistrates, and the reason there are two more judges than courts lets in a flood of light upon the situation. There are two very busy courts, and in order to share their business it became the custom for other judges than those

appointed by the Mayor to hire apartments next door to these courts, and in them to hold courts of their own. These piratical justices inspired the lawyers and prisoners appearing before the regular courts to demand a change of venue and bring their causes next door, the incentive being a promise of more satisfactory treatment than the regular courts would be likely to vouchsafe—lighter fines, for instance, or other perversions of justice. It became, and it remains to-day, a custom for these motions for a change of venue to be offered in the most commonplace and perfunctory manner, the magistrates administering the oath, and the others solemnly swearing that they ask a change of venue because they are of the opinion that they cannot get justice in the court in question. To break this custom at its strongest points the Mayor has appointed additional magistrates for the principal police-courts, and they hold court in rooms adjoining those of their associates, so that those who insist upon a change of venue are taken one door away to obtain the same quality of justice which they would have obtained in the first court. The justices who may be called the Mayor's magistrates are salaried. The busy ones get \$5000 a year, the others less.

The saloon license system is another village development. The regular fee is \$500, and there are only 5000 licenses, but any man of what is called "good character" may get a license on his own application, and the license is then issued *to the person*. He may sell his liquors anywhere that he pleases within the city limits. The law declares that the drinking-saloons shall be closed at midnight. It has proved extremely difficult to enforce this ordinance, but the present Mayor has

been making a brave battle towards that end. He is of those who believe that all evils which seem either necessary or ineradicable should be regulated, and his idea was to enforce the law for closing the saloons, and to issue licenses to sell liquor in the restaurants which keep open all night, the drinks to be sold only with food. He found, what was no new discovery, that the reform was loudly opposed by the worst element in the business, who said that they could and did sell liquor in their restaurants, anyway, and that there was no need for licenses. He also found that the ultra-temperance folk took sides with these defiers of order by opposing the reform on the usual ground that licensing liquor-selling was recognizing and authorizing the evil. As late as the end of last autumn the Mayor was manfully holding to his determination to enforce the midnight closing law, and it was said by all with whom I spoke that it was extremely difficult to obtain even a glass of beer after twelve o'clock, and that no saloons displayed lights or open doors after hours.

He was able to enforce his orders and perform this function of his office for a reason that points a moral for every student of the subject to remember. He holds the power to dismiss those who disobey him. He promised to discharge any policeman upon whose post a drink was sold or a saloon was kept open after hours. He could discharge every policeman, from the Chief down, and they all knew it. It will be remembered that almost similar authority is vested in the police magistrates in the most progressive English cities. The result is wholesome everywhere.

Some past work of the Chicago police has made the force famous. The World's Fair commissioners who

went abroad to urge foreign participation in the Exposition found their way paved before them by the good opinion of Chicago that had been aroused by her treatment of the anarchists. But the force has deteriorated. It looks as if it had run down at the heels, and needed a soldier in command to discipline it and develop among its members an *esprit de corps*. The almost all-powerful Mayor recognizes this, and has appointed Major R. W. McClaughry to the chieftaincy on account of that gentleman's reputation for administrative ability and for disciplinary force. As warden of Joliet (Illinois) Penitentiary, and later of a Reformatory at Huntingdon, Pennsylvania, he caused these qualities to attract attention. The Chicago police force had become a hospital for the political toughs of the city, and any man could join it provided only that he had "influence." He might be a man just out of State-prison, or only thirty days in America, but if he was the protégé of a politician he was made a policeman. There were regulations as to fitness, both mental, moral, and physical, but they were disregarded. The plan for rehabilitating the force is an adaptation of Civil Service methods. The men are cross-questioned like school-boys at a quarterly examination. Their moral character is looked into less sharply than their ability to comprehend the true nature of a policeman's duties and relation to the people. Politics are not shown the door. The wards and "heelers" of the politicians are the candidates as before, but after a man is admitted to be examined it is asserted that his political backing ceases to affect his fate. He must obtain a grade of seventy in a possible one hundred, and when twelve candidates have passed the examination, if only six are needed, the best six are taken.

But even before this reform began, the Western habit of experimenting with new ideas had led to the introduction of features of police service which we in New York could have copied with advantage, and must copy sooner or later. On that corner of Clark Street where the Grand Pacific Hotel stands, one day towards the middle of last October, I saw a policeman try to arrest a maniacal victim of delirium tremens. It was at six o'clock, and the streets were crowded. Had the case occurred in New York, our public would have witnessed a brutal and sickening "clubbing match," for in no other way than by stunning the man could one of our officers have handled him. If the policeman would have preferred help, he would have beaten the sidewalk with his club and waited, while the maniac fought like a tiger, until another policeman arrived. Ringing a club on a pavement is better than springing a rattle, as our police did a century ago—but that is not saying much in its favor. However, this was in Chicago.

There they have discovered the advantages of a perfected electrical system of communication between the police-stations and the patrolmen on duty. In this case the policeman stepped to one of those patrol-boxes that are so numerous as to seem always at hand, and flashed a signal to the nearest station for help. In a jiffy a wagon-load of policemen dashed up to the spot, the men leaped out, the rum-crazed offender was bundled into the wagon, and it was driven back to the station. A neater, cleaner, more admirable piece of police work I never saw; but the frequent sight of these wagons flying through the streets assured me that such work, in such cases, is the rule with that force.

After the Mayor has appointed his heads of depart-



MAKING ONE OF THE BIG FIGURES FOR ELECTRICITY BUILDING

ments (and all the 8000 or 9000 "feet," if he chooses), he divides his further powers with the Common Council, which has been but little shorn of its inherited functions. Its committees follow the more important divisions of the government, and one of them, the finance committee, acting like New York's Board of Estimate and Apportionment, determines the cost of each year's undertakings. The Council is a very large body, and contains two members from each of the thirty-four wards of the city, one being elected from each ward every year. They are paid on the *per diem* plan for actual service, and, like almost all the officers of the government, are moderately recompensed. The city has experimented with bureaus headed by commissions and with intrusting the patronage to the Common Council. It has now had for years what is popularly known as "one-man power." It is often said that this is whatever the one man proves himself, but the experience of the present time in Chicago is that if the Mayor were a saint, so long as the spoils system obtains, he would find it difficult to succeed in dispensing the patronage and attending to his duties, at least during the first year of his two-year term.

But there are other municipal corporations in Chicago with which the Mayor has nothing to do. They are the park boards. It is a strange thing about Chicago that those monuments of her public spirit, enterprise, and taste, which are at once her glory and her pride are out of the control of her city government. It is to the management of them that I have referred as exemplifying the very best method of the administration of local affairs. They do not do this in their origin because they are the creatures of either the courts or the State government,

whereas to be as they should they must be the products of popular and home rule. But in the methods and work of the boards is seen that which produces the best government. There seem to be no "politics" about them. They appear to be doing business on business principles. They have produced one of the notable park systems of the world by methods so wise and economical that the people have witnessed the spectacle of a wondrous and beautiful park development without feeling the tax by which the cost has been met. The park commissioners serve without pay and in the belief that their duties bring honor with them. They are inspired to give the public their best service by the consciousness that when the plans for the pleasure-grounds have been executed, it will be worth as much as a monument to any man to have been concerned in the work.

Even in the City Hall and among the politicians, students of the city government are referred to the parks as examples of the best public work that has been performed in Chicago. And in the City Hall I was told that the reason for this is that the Park Commissioners are unhampered by political obligations.

There are three of these corporations—the South Park, the Lincoln Park, and the West Park commissioners, and they not only are independent of the city government, but they have jurisdiction over all the parkways and boulevards, at least one of which reaches to the very heart of the business quarter in the thick of the town. They enact their own ordinances, and maintain police to enforce them. They build, repair, clean, and police the parks and boulevards in their charge; and have been, by the courts, declared to be quasi-municipal corporations in themselves. Each commission is maintained by a di-



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rect tax upon the district or division of the city which it benefits.

It will not be profitable to study all the commissions: one does not differ materially from another. The South Side Commission, headed by President William Best, consists of five members, who are appointed for five-year terms by the judges of the Circuit Court. When the majority of the judges are Democrats, they appoint Democrats; and Republican majorities appoint Republican commissioners; but beyond that point I am assured that politics cut no figure in the case. At present there are three Democrats and two Republicans on the board. One member is a real-estate dealer, one is vice-president of the stock-yards, one is a tobacco merchant, one is a coal-dealer, and one is an editor. All are well-to-do and middle-aged men. One has served fifteen years, another twelve years, and another ten years. Mr. H. W. Harmon, the secretary, has held the place nineteen years; and Mr. Foster, the superintendent, has filled that position seventeen years.

This commission performed its functions for three towns originally—South Chicago, Hyde Park, and Lake. They now comprise a part of the city. They are assessed for \$300,000 annually, South Chicago paying 80 per cent., and the other towns 10 per cent. each. In addition, a tax of one mill is levied on the taxable valuation of the district, because the fixed sum of \$300,000 proved insufficient. The additional tax is to be imposed as long as the commission has any bonds outstanding. The weight of the total tax upon the community is $2\frac{2}{3}$ mills, and is presumably an unfelt burden. For this the commission maintains Michigan Avenue, the boulevard that leads into the heart of the city; Drexel Boulevard, mod-

elled after one of the noblest avenues in Paris; the Grand Boulevard, a splendid thoroughfare; Washington Park, which is one of the most grand and beautiful breathing-spots in the city; Jackson Park, where the Columbian Exposition is to be held; and many other boulevards and park extensions. Lakes, notable floral collections, boats, restaurants, picnic and play grounds, park phaetons, a zoological collection, sprinkling-carts, police, laborers, a nursery for trees, and a score of other sources of expense or attractions are thus provided for. The commission employs a force that is mainly composed of Swedes and Germans. The same men are retained year after year. They are skilled in their several lines of work; they own their little homes, and feel secure in their places; they are not told how to vote, nor are they watched at the polls. The work of the commission embraces several sources of income, but no effort is made to force profits out of the conveniences and playthings provided for the people.

Lincoln Park is the one that all visitors to Chicago are certain to be advised to see. It is only 250 acres in extent, but it lies along the curving shore of Lake Michigan, a fringe of sward and shade beside a sheet of turquoise. We in New York waited until we were 200 years old before we built such parks. Chicago waited only forty years. Already statues, fountains, and a conservatory are ornaments piled on ornament in Lincoln Park. A lake a mile long is being added for aquatic sports, and the noble Lake Shore Drive, which is a part of the park, is to be faced with a paved beach and a sea-wall, and is to connect with the drive to Fort Sheridan, distant twenty-five miles northward on the lake front. There are five commissioners in charge of this

park and the boulevarded streets that approach it. They are appointed by the Governor of Illinois, with the approval of the Senate, and serve five years. Three are Democrats and two are Republicans, but their employés are chosen for fitness as workmen, and the trust is managed practically and economically.

William C. Goudy, the president, was counsel to the commission for fifteen years before he was chosen president. General Joseph Stockton has been a commissioner twenty-two years, and E. S. Taylor has been the secretary since the organization of the board in 1869. The commission bought its land for only \$900,000, and in five years will have extinguished that debt. Now it is borrowing \$500,000 to meet the cost of reclaiming from the lake land that will be worth millions as soon as it is made. The tax rate last year was 8 mills on the low assessed valuation that prevails in Chicago. During the twenty-two years of existence of the commission there never has been the slightest taint or suspicion of jobbery or impropriety of any sort in its relation to its work, its employés, or the people.

It is true that these park boards are the products of the organization of Cook County, which extends around and beyond Chicago. The absurd justices of the peace are the old village squires of the county system also. Though there are only about 100,000 persons in the county outside the city, the Cook County Board of Commissioners exercises an authority that is perfectly independent of the City Council. The parks are therefore managed by the State, and not the city, and this is cause for offence to all who hold that perfected city government must be complete self-government. The argument is too solid to be broken down by any excep-

tion, and yet these commissions are singular in presenting the spectacle of State organizations freed from politics in a city where the local organization is poisoned to the core with partisan allegiance and spoils-grabbing. But beyond that is the renewed proof that local government succeeds best when administered by non-politicians working in no interest but that of the public.

That is what the Chicago park managers newly demonstrate. Call them county officers, as they are, yet they are of and for Chicago. They are Chicago business men, and they have been induced to give up what time they can spare from private business because they feel it a distinction and an honor to be intrusted with the execution of what every man in Chicago thinks is to become the greatest and most beautiful park system in the world. They are anxious to prove that no mistake was made in choosing them as men of business ability. The instant politicians are chosen they begin to pay off their debts to the party with which they have bargained for a living. They pay their debts with the valuables that belong to the people. Their constant thoughts and best efforts are put forth to strengthen their party and to please its managers. The non-politician in office has no one to please but the public.

CHAPTER IV

CUPID'S WINDOW IN THE CITY

IN many States and cities the banns are now published in the newspapers in the form of lists of persons who have taken out licenses to marry. Seeing these lists, so strange to a New-Yorker, in the Chicago dailies every morning led me to investigate the manner in which the happy lovers out West make known their connubial intentions. I was greatly helped to make the investigation by running across a few interesting remarks upon the subject in a Chicago guide-book. There it was stated that 14,200 licenses were issued in 1890. In nearly 700 cases the consent of parents was necessary, so young were the brides or grooms. The youngest maiden was fifteen—an Italian, in all probability—and the youngest boy was eighteen. The oldest woman was fifty-nine, but there was a bridegroom of seventy-one years, who had been married twice before. One man of sixty-five years married a woman twenty-two years old, and more than a score of men remarried wives from whom they had been divorced.

It will be seen that there was much of promise in the distant view that was thus obtained of the marriage-license bureau. I found it to be one of many windows in the County Clerk's office—a very commonplace-look-

ing window in front of a long tall desk, and bearing the legend, "Marriage Licenses and Naturalization." A young German was standing before the window, and several men and women stood behind him, as if waiting their turns to be cross-examined by the sprightly, flashing-eyed, black-haired man who faced the window from the other side, and made his pen fly across the papers before him as if he expected this year's 14,000 lovers to appear before him simultaneously that afternoon. I was invited to join him behind the counter; and when I explained that we New-Yorkers do not understand the marriage-license ceremony, he flung open a drawer, whipped out a green-covered book that looked like a novel, slammed the drawer shut, and said: "I have written a book about it. That will tell you everything." Then he put a question in German to the suitor for a license before him, obtained a "*Ja, Meinherr*," in reply, and fell to writing again, quite as if he had another book in hand and the printer was crying for "copy."

The book which he gave me was entitled *From the Marriage License Window*, by M. Salmonson, ex-Marriage License Deputy for Cook County, Illinois. The work looked as if it might prove very entertaining, but, of course, the mere glance it got could reveal nothing so novel and peculiar as the fact that the clerk had written it. We have many sorts of clerks in public offices in New York city, but I cannot honestly say that there are many who reveal a fondness for exploiting the romantic sides of their work in book form, or many who even read books. Mr. Salmonson finished with the man in hand, and immediately addressed the next comer in Swedish.

"How many languages do you speak?" I inquired.



THE BRITISH BUILDING

“ I speak Scandinavian, French, German, and English,” said he. “ That is to say, I understand the literatures of those countries, besides speaking their tongues. I get along with the Poles and Bohemians, but though I speak their languages, I am not familiar with their literature—an indispensable requirement in the study of a people.”

Unfortunately this very uncommon sort of an official was too busy to talk much ; and, worse still for the fortune of the reader, what conversation we did have was upon matters not germane to the subject of licenses. It is impossible, therefore, to estimate the loss that was thus occasioned. His second client, the Swede, was a young man under twenty-one, who had to fetch his father along with him to give his consent to the proposed marriage. “ I am going to be twenty-one,” was all that he vouchsafed on the delicate point of his age. But the non-attendant bride, of whom Mr. Salmonson always spoke as “ the lady,” was eighteen years old, so that her part in the procedure offered no obstacle.

All the time that Mr. Salmonson was putting questions to the applicants he was writing down their answers in the vacant spaces in blanks which read as follows :

No.....

STATE OF ILLINOIS, }
COOK COUNTY. } ss.

.....of.....in the
County of.....and State of.....being duly
sworn, deposes and says, that.....of.....
in the County of.....and State of.....
is of the age of.....years, and that.....of.....
in the County of.....and State of.....

is of the age of.....years, and that said above-named persons are single and unmarried, and may lawfully contract and be joined in marriage.

Sworn to and subscribed before me, this)
.....day of.....A.D. 18 .)
.....Clerk of the County Court. By.....Deputy.

These blanks were for official retention, to be filed away as public records. When one of these forms was filled out, the clerk held it up before him and took a much larger printed form from a pile in front of him, upon which to copy a part of the record he had entered upon the smaller sheet. The larger blank was to be given to the applicant, to be taken home by him or her. It was completed by a formula which the clergyman or magistrate who afterwards marries the couple is obliged to fill in and sign. This person then returns the whole sheet to the authorities, and bestows upon the newly-wedded pair a regular marriage certificate. The little blank which the clerk keeps is as plain as pie-crust, and is very cheaply gotten up; but the other is a formidable and artistic-looking document, having a fancy border and much brave and ornamental type, as befits a paper which an ardent and tender suitor is to bear away to the idol of his affections, in witness of his earnestness and enterprise. When she receives such a testimonial she reads these words:

“To any person legally authorized to solemnize marriage, greeting: Marriage may be celebrated between Mr. —, of —, in such a county and such a State, of the age of — years, and M— —, in such a county and State, of the age of — years. Witness: Henry Wulff, Clerk of the County Court of said Cook County, etc., etc.” Then follows the certification that the mar-



THE BUILDING FROM WOODED ISLAND

riage was celebrated by some one who fills out the rest of the form.

The happy swain who is to receive such a paper does not do so until he has stepped to the next window, labelled "Cashier," where he is to pay \$1.50, the fee for the service. Once in a while, Mr. Salmonson says, there happens along a man who does not know that there is anything to pay, and who is not able to meet the charge, although he feels otherwise able to marry. In such a case the attachés of the office are very apt to raise the sum among themselves and pay it to the county, because every license is numbered, and there must be found in the safe as many shillings as six times the number of licenses that have been issued each day. Of course it is a rare occurrence for a man to come unprepared to pay the fee. The far commoner cases are those where the happy applicants are moved to throw out their money lightly, with a cigar all around for the clerks, and an invitation to the chief clerk to "come out and smile." This literary official lays down the rule that cigars are always accepted, even when the recipient does not smoke, and that there is never time for the other form of refreshment.

It was on a Friday that I visited the marriage-license window, and I was informed that any other day of the week except Sunday would have been better, because those who are even a very little superstitious do not visit the window on that much-slandered day. Very superstitious persons go much further than that, for one couple, upon hearing a band pass the window playing a funeral march at the head of a procession, refused to take out the license until another day. And Mr. Salmonson says that on one occasion a young man inquired whether

he thought it would rain before night. The sky looked threatening, and the clerk said he thought rain might fall.

"Then I will come on another day," said the timid applicant. "It would be bad luck if it rained on the day I get my license."

I could not help wondering what must be the scene on such unusually busy days as Saturdays or the days preceding national festivals, for though it was Friday, there was no pause in the business at the window. As quickly as one man got his permit, another took his place. Only two women came with their prospective husbands. There is no need for any of the fair sex to go to the window, and, as a rule, it is only the humbler and more ignorant ones who do so, conceiving it to be a necessity.

This fact led to a very peculiar and unlooked-for business that was for a time regularly carried on close before the window. The parties in or partners to this speculation were a justice of the peace and a clergyman, who were daily frequenters of this branch altar of Hymen for purposes of lawful but selfish gain. They managed to clear \$50 a week each, it was said. Knowing full well that only the simplest folk, or those most ignorant of the law, would come in couples where only the man was required to attend, this ingenious pair saw a chance to intrude upon such simplicity with offers to marry the candidates out of hand, as it were. The justice of the peace was an Irish-American, and the clergyman was a German with a smattering of several European tongues. The justice always broke the ice. He met each couple with a suggestion that he was able to perform a civil marriage. He offered weighty argu-

ments against delay where both parties had taken a holiday, and might as well hasten the end and aim of all true lovers. Frequently his offer was refused on religious grounds; the couple were agreed to be married by a minister. Very well, then, said the magistrate, there chances to be here at this moment my friend the Reverend So-and-So. More than that, the obliging magistrate doubted not that he could prevail upon the preacher to delay his business long enough to turn two happy hearts into a blissful one. Then came the busy minister upon the scene, "and," said my informant, "as long as this pair of brokers worked together few couples escaped them." It was said that some others of this ilk were even then practising their wiles upon the too susceptible fractions of the public that wandered into the office, and I even had one of the so-called brokers pointed out to me; but though I watched him a while (hoping to witness a wedding, yet being disappointed), I cannot declare that the "business" now goes on.

It would have been wonderful had there occurred such another wedding as one which Mr. Salmonson tells of having witnessed. In that case the bride, a negro girl, took off her hat and collar, and then her dress, and stood revealing to the at first bewildered on-lookers a complete wedding-gown of white, to which she added, from a parcel she had carried, an artificial orange wreath to make the costume complete. In his book he tells of many and many an odd observation and experience. In taking an oath to the truth of what they have said, as all must do, it is noticed that many laborers from Protestant Europe raise three fingers, to represent the Trinity, instead of one hand as we do; but one man, on being asked to raise his hand, lifted both arms above his

head. He was a professional criminal, accustomed to being searched by officers of the law. Young Americans are usually in a hurry; they want to know if they can be attended to "right away." They spoil blank after blank in a vain endeavor to sign their full names, and they explain that for years they have abbreviated their signatures in the rush of business until their hands refuse to break the old habit. One man is said to have signed himself "Smith & Co."

The Slavs and the French Canadians are the most illiterate applicants at the window. Many seem to have had no schooling. Irishmen who cannot write are ashamed of the fact. Some appear with their right hands bandaged, while others give the impression of having practised the art of printing merely the letters of their names and no others. Many of the Hebrews can only write their names in Hebrew characters. They are the most deferential applicants. Oftentimes they knock at the open door, and being bidden to enter, stand at a distance uncovered. They come direct from the synagogues dressed in their best, with their sweethearts beside them. Those who are most strict will not touch pen and ink on Saturday, though they come on that day. Irishmen bring their friends, who are apt to tease them, calling them "victims," and saying that one stroke of the pen will destroy their liberty. The Irish are the ones who most frequently offer to treat the clerk.

When a man strides up and produces his discharge from the army and a double set of certificates of birth and vaccination, the clerk says he knows he is dealing with a German, who will be surprised to learn that a man may marry in America without being vaccinated. The Germans are apt to bring their brides and a group



A SCULPTOR'S STUDIO

of friends, who laugh and jest all the time that the permit is being drawn up. The young Bohemian man and his male friends come freshly barbered and with white artificial flowers in their coat lapels. When Italians come, the families of both parties to the match are apt to be with them in a swarm. The women are gay with bright colors, and the bride's mother, while giving consent for her sixteen-year-old daughter to marry, explains that she was still younger when she was married. The Scandinavian men marry their own kind, but the girls and women are more liberal. There are Swedes whose religious zeal will not permit them either to take an oath or to "affirm," and such ones go to distant States, where permits are not required, when they wish to get married.

It was easy to see in one morning's visit that a marriage-license window is a queer place, and one at which human nature is bared to official inspection as it seldom is in any other government office. Hither come the gossips to ask whether certain couples whose names were published the other day have yet got married; to ask what sort of a looking man it was who took out a license to wed with Susie Todd—was he tall and light or stout and dark? And hither come angry mothers to say that no permit should have been given for their daughters, who are not so old as was said. They ask how the law can be invoked to punish the offending bridegrooms. But there are other brides who appear to be forty or thirty, yet declare themselves thirty or twenty. Back comes a man to ask if his permit number cannot be changed, because he wants to buy a lottery-ticket of the same number as his wedding license, and cannot do so unless a change is made. Old men speak for girlish brides, and ancient, wrinkled women lead up very young

men, holding their arms as if they might escape. Once a girl came weeping, and said the man she meant to marry lay dying, and there was not a moment to lose. Indeed, it is a queer place, and the whole illimitable gamut that novelists have spanned in many centuries is there at hand still sounding fresh notes and offering new chords.

CHAPTER V

THE MAN AT THE CRIB

THERE must be men in Chicago whose fortunes make them envy even "the Man at the Crib," but they cannot be numerous. It is for that very reason that the citizens generally weave a web of sentiment and romance about his life, and have constituted him their pet and their hero. His position is indeed a queer product of a city's growth, and he is unique among the municipal servants of the day. He is the attendant at the gates of the city's water service, and therefore he has to live out in the lake, as lonely as a light-house keeper; connected with the greatest bustle and stir that disturbs the heart of a continent, and yet keeping away from and in advance of it, like a sentry in front of a castle, or a scout ahead of an army. Every morning the city looks out upon the watery plain of Lake Michigan, and sees the Crib dotting the expanse, as a single kernel of corn might appear upon a well-swept barn floor. And the Man at the Crib returns the gaze as the gray of dawn strengthens into the daylight that discloses the rank and file of the city's buildings edging the lake like an army that had been halted overnight.

The Crib is two miles and twenty-two rods off shore, in front of the city. It looks a little like a light-house

from the shore, and like a fortress from closer by. It is in reality a house built upon a great stone well, and its use will be understood when it is known how Chicago gets her water supply from Lake Michigan. An inclined tunnel is built from that point under the lake in such a way that its incline is towards the city. It ends under the water-works at a level several feet lower than that of the lake. There it is pumped up into a tower, so that it may provide its own pressure for distributed house service as it flows through the city's mains. In what is called "the Crib," out in the lake, are the cylinders which lead down to the two tunnels that run to the city. One is an iron cylinder, 9 feet in diameter, leading 31 feet down to the bigger tunnel of the two, which is 7 feet in diameter. The other is a smaller cylinder leading to a 5-foot tunnel. These cylinders are in reality the gates of the tunnels, for the water is taken from just beneath the surface of the lake.

The Crib is one of the sights of the visitors to Chicago, and, like our Governor's Island or our Goddess of Liberty, is reached by small steamers that carry passengers out and back every half-hour. The sail is at all times, when the weather is fine, a delightful ride; but in summer, when it offers an escape from the heated masonry of the city to the cool breezy surface of the big blue lake, it provides one of the greatest treats enjoyable by the Chicagoans. I made the trip on a summer-like September afternoon, with a tug-load of country folk, domestics, children, and school-girls. A great part of the Federal navy upon the inland lakes chanced to lie at anchor in the offing, and added to the interest in the voyage. The squadron consisted of a revenue-cutter and the old side-wheel steam war-ship *Michigan*. She



was neat and trim in all her lines, and she was not a whit too old-fashioned to suggest the vessels that bore our flag upon the salted seas not many years ago.

We passed beside the slender bulwark that has been lengthened out into the lake to protect the mouth of the Chicago River, and landed at a high wall of timber loaded with stone, which forms a breakwater around the fort-like Crib. The Crib was found to be a hexagonal structure of masonry surrounded by a narrow waterway enclosed within the breakwater. Happily, the Man at the Crib was there. It would have been a strange freak of fortune not to have found him, since, as we shall see, he seldom leaves his hollow island. The boat-load of passengers walked aimlessly about the top of the sea-wall, or stared at the dim and hazy outlines of the distant city. A few pieced together the joints of their fishing-rods, and prepared to join the silent company of anglers whose legs hung over the edge of the wall like the tattered remnants of a fringe. I went with Captain Charles Magee, the Man at the Crib.

He is a hale, bluff ex-mariner, now past sixty years of age, but so hearty and sound that his appearance belies his years. He looks like a sailor, and tells his visitors that he lived upon the cold, foggy, treacherous, and cruel lakes from the time he was thirteen years old until he became a man of the middle age. He proudly exhibits his Crib, and may well do so, since he not only keeps it as neat as a pin, but loves to deck it with flowers besides. It has been his home more than eleven years. It is only the first story that looks like a stone fort. Above that is the captain's dwelling—a story of brickwork—and then the light-house lantern surmounts that. The first story into which the captain leads his

visitors proves merely a massive shell of masonry around a broad well. Out of that rise those great thirsty mouths of Chicago—the cylinder gates of the tunnels; and here one sees boxes of flowers that cheer the scene even for chance callers. Who can estimate how much they embellish and gladden the lives of the handful of humanity that clings to that stone-work year in and year out?

In the summer-time the Man at the Crib moves in a social circle that comprises his wife, his daughter, and a man who acts as his assistant. It is in the winter that his kingdom is swollen to what he considers imperial dimensions, for then he has six men to help him keep the ice out of the well. Although the port-holes which let in the water are 12, 18, and 24 feet below the surface, ice nevertheless crowds in through them, and the captain's assistants have all they can do at times to fish out the cakes and wheel them to the breakwater's edge, there to dump them back again into the lake. The captain says that in the summer seasons he goes to the city as often as once in a fortnight, but in the winter he seldom leaves his post. When the ice forms, he becomes a prisoner. For weeks at a time, he says, he sees nothing from his quarters but the ice that hems his island in. He has been at the Crib as long as seven months at a time without going ashore. The never-dormant newspapers of the city sometimes set afoot the story that he is starving, when there has been a long break in the communication between the city and the island. But the captain says he has never wanted food since he became the Man at the Crib. In the late autumn he gathers a store of all the winter's necessities, except fresh meat. For that he depends upon a tug that comes when it can, burdened with meat, milk, eggs, and vege-



WISCONSIN STATE BUILDING



NORTH DAKOTA STATE BUILDING

tables. It also brings the latest issues of the newspapers, for which he has been longing as only a man so placed can hunger for tidings of a world of which most of his reckonings have been lost. That tug also comes, like a nineteenth-century angel of steam and steel, to warm his heart with the evidence that he has not lost the place he long has held in the city's affections. Even in that hubbub and whirl, where too many persons fancy they see only selfish greed, there are kindly souls who sympathize with the lonely gate-keeper, and perhaps magnify the hardships he endures. These admirers send him fruits and cigars, literature, flowers, and whatever else they think will help ease his imprisonment, and show him that his friends are ever thinking kindly of him.

Perhaps these thoughtful friends, who are hidden from him under the bank of soft-coal smoke that he looks upon as Chicago, do not always magnify the hardships of the Man at the Crib. A few words he let fall about an adventure last winter suggests the thought that it may be hard at times to overestimate his need of sympathy. One day last winter his wife was taken ill, and he carried her to the city in his sailboat. That was on a Tuesday morning, and a north gale was blowing. As the gale continued, he could not return until Saturday. For some reason his daughter, a girl of seventeen or eighteen, was left alone at the Crib. When he returned he found that during his absence she had experienced a narrow escape from death. She had been passing from one door to another by the only avenue there was for making the journey--an out-of-door pavement around the second story of the Crib. A sea leaped over the breakwater, and catching her with all its bulk, flung her

against the coping which rails in the gallery. She was badly bruised, but no bones were broken. To guard against a repetition of that mishap the gallery is now enclosed with framework. But there is "plenty of lee-way," as the sailors say, for other adventures every year on that lonely artificial island in the lake.

CHAPTER VI

CHICAGO'S ARGONAUTS

ONE of the most peculiar buildings in Chicago has remained unseen and unheard of by most of the recent visitors to that city. It is at once a boat and a house, or a house in the form of a boat, and it stands high and dry far out in the lake, on the end of what I believe is the longest wharf on that water-front. It is the headquarters of the Argonaut Club, and the boat itself is called the *Argo*. From Mr. George S. Willits, one of the members and an influential citizen, I obtained, on the occasion of a visit to the ship, a short account of the founding of the club. It is the history of one of the most attractive resorts in the country. On a Sunday in August, 1890, Mr. Stuyvesant Fish, the President of the Illinois Central Railroad, invited a party of ladies and gentlemen to go to a small resort on his railroad for what he called, very temptingly, "a quiet Sunday under the trees."

It was frightfully hot in Chicago, it was blindingly hot in the car, and it was hotter still in the country. On the return to the city six of the men of the party, Charles Deering, Stuyvesant Fish, J. Henry Norton, Charles B. Macdonald, Frederic Eames, and Mr. Willits, dined together at the Chicago Club. They talked of the pe-

culiar fact that though the great cool lake (Michigan) reached all along the east side of the city, there seemed no way to enjoy it. The Illinois Central tracks cut off the lake front on the south side, and the north side was not convenient. Worse yet, if there were yachts and a boat-house at the command of the party, there would be no place to which to sail, since there are no near-by watering resorts on Lake Michigan. The majority of the watering-places frequented by Chicagoans are upon the beautiful inland lakes, which reach in almost a continuous chain into British America from a starting-point quite close to Chicago.

At last Mr. Fish suggested that possibly a place for a small house or landing-barge could be made at the end of the Illinois Central Railroad pier, which is opposite and close to the very heart of the business district of the city, and is approached by means of a viaduct over the railroad tracks. All the gentlemen visited the end of the pier, and then leased and took possession of it. A visit to the Building Department was paid by one of the best-beloved men in the circle, Mr. John W. Root, the architect, since deceased. He was the partner of Mr. Burnham, who is at the head of the World's Fair Construction Bureau, and who is also an Argonaut. Mr. Root was told that the Building Department of the city could not authorize the construction of a wooden building.

Being a genius, Mr. Root turned his attention to the building of a ship which could be launched, but in all likelihood never will be. The fanciful and romantic disposition of Mr. Charles Deering led him to suggest the name "Argonaut" for the club, the name "Argo" for the house or ship, and the limit of fifty-one for the



RESIDENTS BUILDING

GOVERNMENT BUILDING

LIBERAL ARTS BUILDING

membership, to tally with the number some accounts give of the mythical crew of the earlier *Argo*. All this was agreed on and carried out, and since June 1, 1891, the queer-looking boat has stood on the pier's end, apparently on ways and ready to slide into the lake. It has rather ancient lines, being very short and very deep, but this gives room for two tall stories, with a roomy deck under awnings on top of all, with ample ports on the sides and an open end to the after main-deck, where chairs are always kept, and a southward view is had—though, of course, the superb view in all directions is from the awning-covered hurricane-deck.

The boat is so situated that all the shipping of the port floats by it, both coming and going, and while it is more than half a mile out in the lake, it is sheltered by the Government piers that form the outer harbor or refuge, so that however stormy and rough the lake itself may be, the sailors of the club have a safe and quiet expanse of water over a mile long by half a mile wide to sail in. The club owns a one-hundred-foot steam-yacht built by the Herreshoffs. The membership is full, no one being or having been eligible unless he belongs to the Chicago Club, the oldest and wealthiest social organization in town. The governors of the Argonauts are the founders: Charles Deering is commodore (or president), and F. H. Ray is purser (or secretary). The boat has every convenience, including a handsome dining-saloon and several state-rooms or sleeping apartments. Meals are served on board, and ladies are invited on Tuesdays and Fridays. But the chief charm of the unique headquarters is that it is always in a breeze and always cool.

It is a glad surprise to a visitor, after having been in-

vited to dine on "the ship," to find that it really bears a likeness to a ship. Every American who has gone to Greenwich, near London, to visit the famous inn that is called "The Ship," has felt the hope or belief that it would prove to be a real vessel—perhaps an old man-of-war anchored in the Thames. The disappointment at finding that it is a tavern and on land is almost a cruel shock to the sentimental tourist. But this club-house at Chicago is nearly as much like an ocean traveller as Peggotty's boat at Yarmouth which Dickens makes one of the prettiest bits of the scenery of *David Copperfield*.

"A superannuated boat," he calls it; "high and dry on the ground with an iron funnel sticking out of it for a chimney and smoking very cosily. If it had been Aladdin's palace, roc's egg and all, I suppose I could not have been more charmed with the romantic idea of living in it. . . . There was a delightful door cut in the side, and it was roofed in, and there were little windows in it. . . . It was beautifully clean inside and as tidy as possible."

This would serve for a description of the *Argo* as far as it goes, only that, instead of "a delightful door cut in the side," the Chicago boat has a whimsical door in the bottom of the hull, well forward, and so low down that it is said to be the only boat in the world which you enter through the keel. The stairs, or companion-way leading up into the boat, make a first stop at the cook's galley, which is precisely like any other ship's kitchen, except that all its appliances are of the most modern sort, and devised for the production of the very most delicious meals, even such elaborate ones as we erroneously think we can only procure in Paris—or New York. Another flight of the stairs reaches the dining-room or



grand saloon, which comprises nearly the entire second floor of the boat. It is a very pretty parlor most of the time, but on Tuesdays and Fridays, when the fashionable ladies and maidens are invited to dine there, it becomes glorious with immaculate linen, shining silver, sparkling glass, and great beds and banks of roses or whatever flowers are prettiest in the market at the time.

The steward, who is called "mate," and the waiters, who are called stewards, are at such times clad amphibiously, as all attendants aboard ship should be, with little white jackets over blue trousers. Since the members make it a rule to hide their town hats and put on large-peaked blue naval caps, they, too, have a scent of the sea about them. There is a great open fireplace of brick at the end of the saloon. That is a queer thing to find aboard ship, but then one of the charms of the *Argo* is that it is queer.

There is a wonderful sense of luxury about the boat in hot weather. It seems to give fifty men and their friends a first lien on all the comfort there is in Chicago. And when hot weather and ladies' days come together it is grand. There is always a breeze around the *Argo*, and it flaps the window-shades and bellies out the curtains and makes the ribbons of the pretty girls snap quite "spankingly," if I may borrow a nautical term, as they sit out on the open after-deck, back of the saloon, while the men smoke and all send their eyes down the lake shore to where the World's Fair buildings rise like a white Oriental city. There is a hurricane-deck on top of all, one story higher than the cosey state-rooms where the members sleep when they want to, but so perfect a substitute for a watering-place is this boat that it is apt to be too breezy up there.

The *Argo's* steam-launch is called the *Leila*, and is, I suppose, the finest steam pleasure-craft on Lake Michigan. It is more than 100 feet long, and can accommodate all the Argonauts and their wives and sweethearts. It is swift as well. Every afternoon at half-past three o'clock and every evening at half-past eight o'clock, it seems to materialize out of the confusion of vessels among the wharves, and comes to a stop at the end of the pier in the shadow of the club-house. If only one member of the club is there he may take it and sail to Evanston or Jackson Park or straight out into the sea-like lake until Chicago becomes nothing but a brown bank of fog in the distance, and the gulls are the boat's only companions.

CHAPTER VII

KILLING CATTLE FOR TWO CONTINENTS

IN view of our national struggle to secure the readmission of American pork to the markets of Europe, the great stock-yards of Chicago have become interesting to the whole world. And well may we call them interesting, since hardly any product of American conditions more thoroughly typifies our national enterprise and ingenuity. The slaughtering and packing industry of the country is now mainly carried on in four western cities, and Chicago is at the head of these. Her Union Stock-yards are five and a half miles from the City Hall, in the middle of the city. They comprise 320 acres, dotted with buildings and covered with the fenced pens that confine the cattle. The place is a sort of city in itself, and has 20 miles of streets or alleys between the pens, 20 miles of water-troughs, 50 miles of feeding-troughs, and 75 miles of water and drainage pipes. The plant cost \$4,000,000, and the various packing companies have invested there at least \$10,000,000. Twenty trunk-line railroads roll their cars upon the network of tracks by which the yard is served.

During the early morning hours the scene of unloading beeves, sheep, and pigs from the cars of the Western railroads is a busy one. During the afternoon the

cars of the Eastern railroads are laden with the dressed and canned meat that is to be sent to the Eastern cities and the seaboard. The Stock-yards Company owns the railroad tracks, and charges toll for the use of them. The pens when filled will hold 15,000 sheep, 20,000 cattle, and 120,000 pigs. All the live-stock comes consigned to commission-men, who make the sales, which go on all day long, and which are marked by methods that have been gradually simplified to a most extraordinary degree. In an incredibly short time the buyers have rejected what animals they do not want, have accepted others, have seen the herds weighed like magic upon patent live-stock scales, and have had a scale or weight ticket issued by the Stock-yards Company presented for payment as if it were a formal bill. By an arrangement with the bank, these tickets are in a simple manner made to serve as checks. In the classification of the qualities of cattle the first class is that whose meat is fit to send to the Eastern cities and to Europe.

The place is not beautiful, but neither is it dirty. Its atmosphere suggests to the nasal organs confused recollections of the circuses, menageries, and stables of former acquaintance. Cowboy riders dashing about on spunky little horses lend especial picturesqueness to all the out-door scenes, and the pitiful bleating of the sheep and cries of the cattle give a pathetic tone to the thoughts of the visitor.

After a long walk past endless rows of pens one comes to the central buildings, mainly given up to brokers' offices, and fronting on a little consumptive-looking patch of grass. All along the curb and elsewhere near by are horses, tethered usually to rings in the broad sidewalk. Their soft-hatted drivers, carrying big cruel-



GEORGIA BUILDING



THE MASSACHUSETTS STATE BUILDING

looking bull goads, are loafing near the buildings, and on the horses are noticed saddles with big pommels and dangling wooden stirrups—the contributions of ancient Spain to modern Chicago. Beyond are great buildings that seem to be floored with live sheep, each animal showing a black initial letter, presumably put on its wool with paint. Other sheep in moving droves pave certain alleys that are come upon. Over and across the wide vista of stock-pens are seen men bumping up and down in the most mysterious manner. They are presumably on horseback, but their horses can't be seen.

A change comes o'er the scene. Some railroad tracks are crossed, and the sight-seer stands in the thick of a cluster of packing-houses. From out of a doorway under a phenomenally long porch come huge sides of red and white beef, shot out as if from a multiple cannon. These great weights of meat hang from pulleys that run upon a track overhead, and they swing along one after another as boards are turned out of a saw-mill, and with force enough to toss the men who are paid to guide them as if the men were jackstraws. These junks of meat were moving in the pens a short while before; now they are being loaded into refrigerator-cars. In this building the cattle are being turned into butcher's-meat. I saw two fat and comfortable steers coming out of an alley, and was told that they were trained to lead the other cattle to the foot of an inclined and enclosed gangway, there to turn and leave them, while the other brutes went on and up the walk to the slaughter-pens. That is earning their living—and an honest one—with a vengeance!

I saw that the beeves were driven into pens, and that men ran along or stood over them on planks laid across

the tops of the pens. I saw that they jabbed and prodded the poor beasts into the right position for their purpose, and then that they felled them with crushing blows of hammers upon their skulls. Then the doors of the pens were thrown open, chains were fastened about the hind-legs of the unconscious beasts, and they were swung up so that they hung upon a trolley running on a single overhead rail. Silently and methodically the slaughterers walked along and gashed their throats, and the mysterious red essence of life was flung with drenching volume on the slippery floor. Rapidly, far more rapidly than the reader would believe unless he had seen it done, the carcasses were sent back to the next and the next and the next set of operatives to have their hides taken off—so skilfully that they fetch more than any other hides discarded by any other butchers in the world—to have their entrails removed, to have their heads and hoofs taken off, to be split and washed, and to be sent swinging along to the cooling-rooms. Silence, skill, expedition, these were the characteristics of all the labor in that murderous place.

Everything—without particularizing too closely—every single thing that appertains to a slaughtered beef is sold and put to use. The horns become the horn of commerce; the straight lengths of leg bone go to the cutlery-makers and others: the entrails become sausage-casings; their contents make fertilizing material; the livers, hearts, tongues, and tails, and the stomachs, that become tripe, all are sold over the butchers' counters of the nation; the knuckle-bones are ground up into bone-meal for various uses; the blood is dried and sold as a powder for commercial purposes; the bladders are dried and sold to druggists, tobacconists, and others; the fat

THE CONVENT OF LA RABIDA, SPAIN



goes into oleomargarine, and from the hoofs and feet and other parts come glue and oil and fertilizing ingredients. Over the slaughter-house I found a series of rooms heaped full of bones and horns. The bones had been boiled to get the fat of the marrow as well as to clean them. Then they had been dried and shaken about until they were as smooth and clean as cotton-spools. The knuckle-joints had been cut off them, and one room was filled with the ground-up flour of those parts. The white and pretty bones that remained were to be shipped to Connecticut, England, and Germany, to be worked into knife-handles, fan-handles, tooth-brush handles, backs for nail-brushes, sides for penknives, and into button-hook handles, shirt-studs, cuff-buttons, and so on, *ad infinitum*. What was to become of the horns was still more astonishing. By heating them and then tapping them skilfully, the operatives had loosened the soft cellular filling which solidifies and strengthens each horn. The substance around this, between it and the inner surface of the horn, goes for glue; the rest is ground up into bone-meal. The horns were then to be sent to the makers of horn goods, who, by cutting each horn skilfully and then pressing it between heavy rollers, manage to spread each one out into a flat ribbon. In this shape it can be used in a thousand ways. The artificers who do this work cut each horn spirally, so that it becomes a tight curl capable of being straightened out. By immense pressure the curve is taken out of it. Good horns sell at \$125 a ton. It is by such thorough economy and ingenuity—by losing nothing and wasting nothing—that the great firms in this business have monopolized their field. A small butcher in the East cannot kill his meat and market it in competi-

tion with the stock-yards packers, because he must waste what they save and sell.

I made a tour of the refrigerating or cooling rooms. They are kept at a temperature of 36°, I believe. Yet, when the meat fresh from the slaughter is railroaded into such a room, the animal heat in it warms the room for a considerable time, and fills it with steam as with a fog. Once it is cooled, the sides of beef become firm and hard and almost appetizing. Everywhere, except at the actual scene of slaughter, these houses and the work in them are clean and above criticism. While I looked on, they were killing four beeves a minute, or 250 in every hour. There were slaughtered in those stock-yards during 1890 no less than 2,219,312 head of cattle, more than 1,000,000 sheep, and 5,733,082 hogs.

The hog-killing is done in a very much more peculiar manner than the slaughtering of the cattle. In the catching-pen are many hogs. Let us follow one. The catcher snaps a chain around one leg, and hooks the loose end of the chain to the trolley. The hog swings out of the pen to where a butcher stands on a grating. The butcher, with a deft thrust, cuts the animal to the heart, and death is practically instantaneous. The dead body swings along to be loosened over a vat of scalding water, into which it is plunged. Other bodies are there, and the water is loosening their bristles. Suddenly a great rake scoops out a hog, and it falls upon a runway, where a chain that is hooked to its nose pulls it through a steam-scraper. The knives of this machine are set at every angle, and miss no part of the hide on the body.

Once out of the reach of the scraper a number of men pass the body along, and remove every bristle and speck that was missed. Then the body, still travelling



PEDIMENT—AGRICULTURAL BUILDING



FORESTRY.

along, is washed with a hose and its head is all but cut off. Next it is disembowelled. Then the lard is removed, the head is cut off, the tongue is taken out, and the body is split and passed along to the cooling-rooms. Again everything is saved. The blood is turned into albumen for photographers' uses, is sold to sugar-refiners, and is turned into fertilizing powder. The bristles go to brush-makers, shoemakers, and upholsterers. The fat is valuable in many forms, the intestines become sausage-casings, the livers, lungs, and hearts are minced up into sausage-meat, and parts of the meat of the heads make up into head-cheese. The feet are canned or pickled, or worked up in the lard tanks. The last that I saw of the hogs was in a vast cold cellar, where men were salting and turning sides of pork that were so numerous as to form mounds and walls, much as one sees boards piled up in a lumber-yard.

As I passed out of the yards some one handed a card to me. It contained a record of the business of one firm, the leading one of the "big four" packing concerns. It showed that during the year ending April 1, 1891, that company transacted sales of \$66,000,000 worth of meat and other goods. It killed 712,000 cattle, 1,714,000 hogs, and nearly 500,000 sheep. It employed 7900 persons, and paid nearly \$4,000,000 in wages. It owned 2250 refrigerator-cars and 50 acres of buildings. It made 7,000,000 pounds of glue and 9500 tons of fertilizer. I suspect that its hogs and sheep and boxes of glue and sides of beef and cans of meat may stretch out, if piled one on the other, from here to the moon, but I leave the calculation to others, satisfying myself with the reflection that America is great, and Chicago is its prophet.

CHAPTER VIII

'ROUND ABOUT THE TOWN

I HAVE referred to Chicago as a typically American city, and so I still believe it to be, but it is American only in the spirit that dominates it. In population it is almost as mixed and cosmopolitan as New York, New Orleans, or San Francisco. It is, in size, the second city on the continent and the seventh in the world. It is built upon a plateau 25 feet above the level of Lake Michigan, and 592 feet above the ocean's surface. The nearest Atlantic port is Baltimore, 850 miles distant, and San Francisco is 2417 miles to the westward. This is how the last census, which estimated the population at 1,208,689 souls, divided the peoples of the city :

Germans.....	384,068	Danes	9,891
Americans	292,463	Italians.....	9,921
Irish.....	215,534	Hollanders.....	4,912
Bohemians	54,209	Hungarians.....	4,827
Poles.....	52,756	Swiss.....	2,735
Swedish.....	45,877	Roumanians.....	4,350
English.....	33,785	Canadians.....	6,989
French.....	12,963	Belgians	682
Scotch.....	11,927	West Indians.....	37
Welsh	2,966	Hawaiians.....	31
Russians.....	9,977	Chinese.....	1,217

Greeks, Spaniards, and East Indians, a very few of each.



Of the model city of Pullman, ten miles south of the Chicago Court-house, I quote from an able article in HARPER'S MAGAZINE, with some alterations of the text to suit it to the changes, principally in growth, which time has wrought. The place is a dozen years old. It is a town of 14,000 inhabitants, on the Illinois Central Railroad, and was founded by the Pullman Palace-car Company, whose president and leading spirit is Mr. George M. Pullman. Its purpose was to provide both a centre of industry and homes for the employés of the company, and such additional laborers as might be attracted to the place by other opportunities to labor. A manufacturing town, it embraces the principal works of the Pullman Palace-car Company, in addition to the Union Foundry and Pullman Car-wheel Works, the Pullman Iron and Steel Works, the Chicago Drop Forge and Foundry Company, the Standard Knitting Mills for making fine hosiery, the Calumet Manufacturing Company for making paints, the Terra-cotta Lumber Company, the Pullman Brickworks, and numerous less important enterprises.

Very gratifying is the impression of the visitor who passes hurriedly through Pullman and observes only the splendid provision for the present material comforts of its residents. What is seen in a walk or drive through the streets is so pleasing to the eye that a woman's first exclamation is certain to be, " Perfectly lovely !" It is, indeed, a sight as rare as it is delightful. What might have been taken for a wealthy suburban town is given up to busy workers, who literally earn their bread in the sweat of their brows. No favorable sites are set apart for drones living on past accumulations, and if a few short stretches are reserved for residences which can be

rented only by those whose incomes are large, this is an exception; and it is not necessary to remain long in the place to notice that clergymen, officers of the company, and mechanics live in adjoining dwellings.

One of the most striking peculiarities of this place is the all-pervading air of thrift and providence. The most pleasing impression of general well-being is at once produced. Not a dilapidated door-step nor a broken window, stuffed perhaps with old clothing, is to be found in the city. The streets are wide and finely macadamized, and young shade trees on each side now ornament the town. Lawns, always of the same width, separate the houses from the street, but they are so green and neatly trimmed that one can overlook this regularity of form. Although the houses are built in groups of two or more, and even in blocks, with the exception of a few large buildings of cheap flats, they bear no resemblance to barracks. Simple but ingenious designs secure variety, of which the most skilful is probably the treatment of the sky-line. Naturally, without an appearance of effort, it assumes an immense diversity. The streets cross each other at right angles, yet here skill has avoided the frightful monotony of New York. A public square, arcade, hotel, market, or some large building, is often set across a street so ingeniously as to break the regular line, yet without inconvenience to traffic. Then, at the termination of long streets, a pleasing view greets and relieves the eye—a bit of water, a stretch of meadow, a clump of trees, or even one of the large but neat workshops. Desirable houses have been provided for a large laboring population at so small a cost that they can be rented at rates within their means and yet yield a handsome re-



turn on the capital invested. Rents are probably about three-fifths what they are in Chicago.

It is a mere matter of course that there are architectural defects even in Pullman. The diversity is not quite all that could be desired. What may be called the public buildings—that is to say, the hotel, school-house, arcade, etc., are detached, but no private house stands by itself, though there are quite a number of detached double houses. Spaces have, however, been reserved for a few detached private residences, which will improve the appearance of the town. With the exception of the church and parsonage, built of green serpentine stone from Philadelphia, all the buildings are of brick. This is monotonous, and rather wearying to the eye, but the slate roofs, and a large use of light stone trimmings, and stripes of black across the houses, help matters somewhat. The growth of shade trees will break into the sameness, and the magnificent boulevard which divides the shops on the north from the residences on the south, stretching from east to west across the town, and bordered with double rows of elms, will, twenty years from now, be a vast improvement. Great overarching trees will hide one part of the town from another, and give opportunity for pleasant surprises in nature and art.

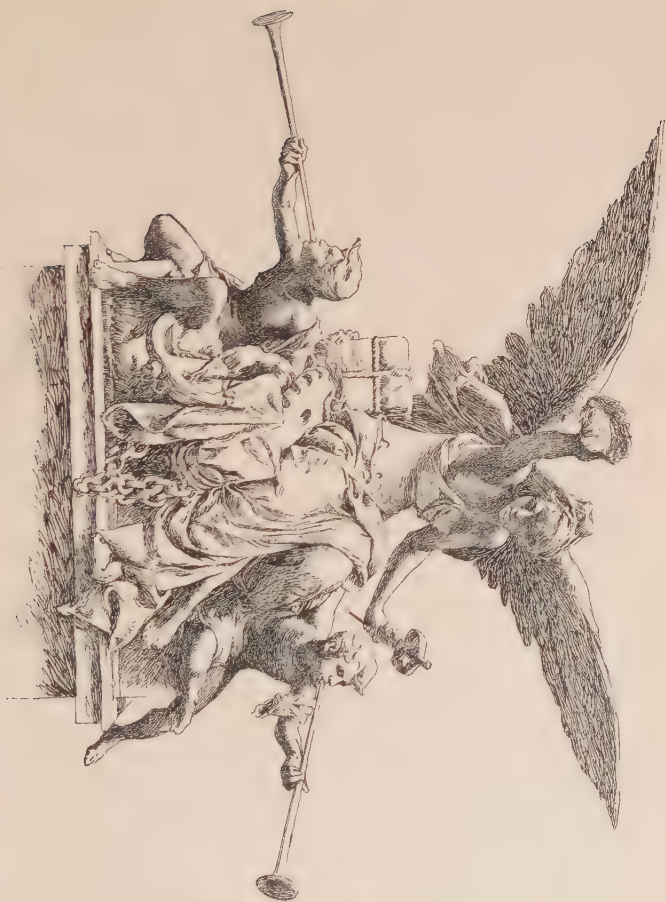
The interior of the houses affords scarcely less gratification than their exterior. Even the humblest suite of rooms in the flats is provided with water, gas, and closets, and no requisite of cleanliness is omitted. Quite a large number of houses contain seven rooms, and in these larger dwellings there is also a bath-room. Outside of the home one finds other noteworthy provisions for the comfort, convenience, and well-being of the residents in Pullman. There is a large Market-house, 100 by 110

feet in size, through which a wide passage extends from east to west. This building contains a basement and two stories, the first divided into sixteen stalls, the second a public hall. The dealers in meat and vegetables are concentrated in the Market-house. The finest building in Pullman is the Arcade, a structure 256 feet in length, 146 feet in width, and 90 feet in height. It is built of red pressed brick, with stone foundations and light stone trimmings, and a glass roof extends over the entire wide central passage. In the Arcade one finds offices, shops, the bank, theatre, library, etc. As no shops or stores are allowed in the town outside of the Arcade and Market-house, all shopping in Pullman is done under roof—a great convenience in wet weather, and a saving of time and strength.

The theatre, situated in the Arcade as just mentioned, seats 800 people, and is elegantly and tastefully furnished. It was intended to embrace in this theatre many of the best features of the Madison Square Theatre. Representations are frequently given by various troupes. There is nothing peculiar in the management. The company rents it to applicants, but attempts to exclude immoral pieces, and admit only such as shall afford innocent amusement and instruction. The library, which opens on this balcony, contains 6000 volumes, the gift of Mr. Pullman, and numerous periodicals, among which were noticed several likely to be of special importance to mechanics. The library rooms are elegantly furnished with Wilton carpets and plush-covered chairs, and the walls are beautifully painted. The educational facilities of Pullman are those generally afforded in larger American villages by the public-school system.

When the writer of this treatise was in Pullman he

“COMMERCE”



found that the Pullman companies retained everything. No private individual owned a square rod of ground or a single structure in the entire town. "No organization, not even a church, can occupy any other than rented quarters. With the exception of the management of the public school, every municipal act here is the act of a private corporation. What this means will be perceived when it is remembered that it includes such matters as the location, repairs, and cleaning of streets and sidewalks, the maintenance of the fire department, and the taking of the local census whenever desired. When the writer was in Pullman a census was taken. A superior officer of the company said to an inferior, 'I want a census,' and told what kind of a census was desired. That was the whole matter. The people of the place had no more to say about it than a resident of Kamtchatka."

Those World's Fair visitors who divide their time in Chicago between the Exposition and the city will be moved by different impulses in enjoying the latter's "sights." Some, for whose taste it seems to me difficult to account, will take the pains to visit the Haymarket, where, on May 4, 1886, took place the infamous anarchist meeting when dynamite bombs were thrown among the police. They will see simply an uninviting part of the city and the monument erected in honor of the police. Possibly some will visit the county jail to look at the entirely ordinary cells in which the felons were first imprisoned. The beautiful parks and the statues of varying degrees of sightliness will interest many more persons; the throngs in the broad but crowded streets will satisfy still more. The lake shore in front of the hotels is steadily growing busier and more attract-

ive, and already constitutes a peculiar feature of the town. There the steamers that make excursions to the water-supply cribs and to the lake-side resorts are gathered, with bands of music playing upon their promenade-decks, tooters yelling for the rival lines, and great crowds of pleasure-seekers almost mingling with the throng at the Van Buren Street Station of the Illinois Central Railroad, which runs trains, almost comparable with our elevated trains in frequency, to the Exposition Grounds and the thickening settlements which are building up the south side of the city.

The lake front reveals another marked peculiarity of the city—the fondness of the citizens for the sport of fishing. Running out from the shore are great Government breakwaters of crib-work, which rise, like narrow causeways, a little above the water's surface. These are turned into fishing piers by the people, who form a fringe along them on all pleasant days. But the habit is carried to such an extreme that the bulwarks are often crowded in the hot weather. Then many thousands of persons begin to gather there at dawn, to presently form a multitude, which includes very many girls and women as well as men and boys. A number of bumboats, which the city, county, and State authorities have successively tried in vain to drive away, are moored alongside the breakwaters, and supply the crowds with drinks and food. Bait merchants, whose nets fixed on the string-pieces are so numerous as to give the structures a picturesque appearance, drive a good trade, and the strings of fish that are caught are seen in every part of the town as the fishers carry them homeward.

But the tall buildings will seem the greatest novelties to the visitors from rural districts and from most cities.



G. W. ALLEN, VICE-PRESIDENT
(New York)



Built of frames of steel, enclosed with mere envelopes of masonry, and set upon great pads upon the blue clay beneath the city, they rise like steeples on every hand in the thick of the town, and invite strangers to flit up and down in their light and often elegant interior courts, in the swift express elevators with which they are all provided.

The highest of these almost preposterous piles—the tallest building in the world—is the Masonic Temple. Its roof is now fitted up as a roof garden, and is, of course, unparalleled in height by any other place of resort except the Eiffel Tower or the few world-famous steeples of highest reach. The topmost story of the Masonic Temple is 298 feet above the corner-stone. The ceiling of the roof garden is 302 feet up in the air, and the roof itself is 32 feet higher than any point of observation in the Auditorium tower, and 28 feet above any point accessible to the public in Chicago. The roof is in reality turned into an additional story—the twenty-first in order—for it is entirely enclosed by sliding windows, and covered by its own roofing of heavy plate-glass. It is fitted with steam-heating pipes for the comfort of visitors during cold weather, and is set about with flowers and plants, the plan of the managers being to augment these attractions with music and refreshments during the term of the World's Fair. This great roof chamber will accommodate 2000 persons. It is reached by seventeen elevators. Fourteen of these are for passengers, disposed in a semicircle at one side of the interior court, and forming an imposing battery in the rotunda on the ground-floor. These elevators are run to a greater height than any others in New York, Philadelphia, or Chicago, or, in fact, than any except those

in the Eiffel Tower. They are forced to a distance of 258 feet, at the speed of 750 feet a minute. To balance the great weight of the suspending ropes, each car carries a length of chain. Seven of the elevators run "express" to the tenth floor, and then begin to make stops at the higher stories.

The view from this altitudinous roof garden comprehends practically all of Chicago. Lincoln Park is entirely within the range of vision on the north, and so are the World's Fair Grounds on the south, with the roofs of the city intervening and reaching far to the westward. The T-shaped river and its compressed activity are in plain sight, and so is the magnificent lake, with its breakwaters, its cribs, its curving shore, and its changing collections of shipping.

The building is owned by the Masonic Fraternity Temple Association, a stock company capitalized at \$2,000,000, in 20,000 one-hundred-dollar shares. By an issue of bonds, the company has raised \$1,500,000 in addition to meet the total requirement of \$3,500,000 needed for the completion of the undertaking. Stock to the value of \$1,500,000 was subscribed for in Chicago. The first sixteen of the twenty-one stories are arranged for offices, the four next succeeding floors being adapted for Masonic lodge-rooms, cloak-rooms, an assembly hall, a kitchen, a smoking-room, and for other uses. These apartments are said to form the most elegant and well-devised headquarters at the disposal of any fraternal organization in Christendom.

CHAPTER IX

CHICAGO AND HER RAILROAD WEB

CHICAGO paraphrases an ancient Roman boast. She likes to say that "all (rail) roads lead to Chicago." It is close enough to the truth to be quoted as indicative of how truly great a railroad centre Chicago is. That is the first of the really great cities of the United States that was developed by the railroads. The older cities grew in importance according as the multiplying steamboats and ships, as well as railroads, came to them in the natural course; but in the West nearly all the roads sought out Chicago, and caused her to wax great and powerful. Chicago would have forgotten this fact as being a mere incident of her childhood; but she has not been permitted to forget it. She has outgrown dependence upon the railroads, or, rather, they have become subordinate to her, and it is when the local fathers attempt to discipline the railroads that she is reminded by them of how much of her greatness these officials consider due to their agency.

It is fitting that the first great railroad centre should have become the greatest sufferer from those evils which follow the passage of railroads through or into a city. Such is the case with Chicago. A battery of railroad tracks skirts part of the lake shore which, elsewhere, the

city has beautified and made its constant care and joy. And, since most of the roads came into the town when it was very small—or now come in over routes laid out at that time—it follows that to reach their terminals the roads cut across the city at many angles. These long avenues upon which the steam-cars run constitute one of the peculiar features of the city. The tracks are fenced in, and at the street-crossings are those finger-like gates with which all American railroad travellers are familiar. These gates, having two long thin arms which swing towards one another upon pivots when the thoroughfares are to be blocked, are worked by men who sit up in little boxes on the tops of tall posts—exaggerated sparrow-boxes are what they look like; and, in reality, they are but little larger than such kennels as we house St. Bernard dogs in.

There is a ladder up one side of each pole, and the door of each box is in its floor. In each box there is a tiny stove, a chair, a shelf, and the levers that the gate-man uses to work the gates. The boxes command views up and down the tracks and the cross-streets. As all the railroads run on the same grade or level as the streets, the usefulness of these long rows of watch-boxes is apparent; and yet the slaughter and mangling and maiming of the citizens by the railroads goes on, and is unparalleled elsewhere in the world. The people of Chicago may be said to know that each rising of the sun ushers in a day in which a human life will be slain by some train of cars, so nearly do the murders in each year approach the sum of one a day. And that is saying nothing of the mangling that goes on!

The occupation of a part of the lake front by the railroads has fretted the officials more than any other source



PROF. F. W. PUTNAM
(Massachusetts)



LAINA—PORTAL FROM COURT

of complaint against the steam roads. The part of the lake front that is used thus is that large section lying south of the Chicago River, from the river to somewhere about Fiftieth Street, or near the grounds of the Columbian Exposition. The tracks are the property of the Illinois Central Railroad, but they are used by four other railroads, all of them busy ones. Everybody who has visited Chicago during the past twenty years will recollect the ruin-like depot buildings in use at the end of these tracks. Constant agitation and uncertainty as to the division of rights between the Illinois Central and the city has, I believe, occasioned the delay in the construction of a station there to vie with the others in the city, which are mainly large and thoroughly equipped. The railroad company has held that it owned the lake front route in fee simple and also the riparian rights. It has been decided by one court that it has a full title to certain parts of it, but only an easement or right of way in the remainder. Another court may view the case differently, of course, but in the mean time the railroad made an offer to the city which, had it been accepted, would have led to the sinking of the tracks along the shore, so that the city could have treated the water-front as a park, and the railroad would not have interfered with the effect. For such rights and claims as the company would surrender it asked remuneration, and, upon this feature of the proposition being considered, there arose those inevitable persons who were startled by what they called the grasping character of the corporation. And thus was lost a chance that may never come again. In the mean time the six tracks of the road are kept busy night and day in front of the hotel centre of the town, and that which should be a beauty-spot is very like a railroad switching-yard,

than which there are not many objects more unprepossessing.

Dangerous as the traffic is at present, its evils are as nothing to those which would exist if the present state of things continued during the Exposition, when hundreds of thousands of persons and teams would have to cross the tracks to reach the Fair Grounds, and when the trains will have been so multiplied that it is safe to say that they will be run every two minutes. This being understood, a great force of men is now employed in raising the tracks near the Fair Grounds to a height of twelve feet above the present level, and the streets are to dive under them so that the cars will cross overhead, on bridges. When the road-bed is raised to a certain height by a sort of Egyptian process of shovelling dirt upon one track from trains upon another, and then from the raised track down upon the first one the performance is repeated to and fro—by something like a process of pure perspiration—until the whole wide series of tracks are up where they are wanted to be. A new million-dollar depot will speedily be erected in place of the present unsightly ruins. These great improvements the Illinois Central is making of its own accord, and it is deserving of great credit for the fact.

Despite the great area of land which Chicago occupies, her business portion is very much compressed—far more than that of New York. The reason for this is that all the railroads reach the very heart of the town. Their freight and passenger depots are close together, and these force the bulk of the mercantile business into a little space for convenience' sake. Whoever looks upon a map of the great city will be surprised to see that these depots really wall or frame a space of only about



THE FRANKLIN STATUE FOR THE ROOF OF
THE ELECTRICAL BUILDING

a mile square. It is only a mile and a quarter from the Chicago and North-western Depot on the north side to the Dearborn Depot—the one farthest south. But it is only about three-quarters of a mile from the Union Depot on the west side to the Illinois Central Depot on the lake front. The reader sees in this fact why Chicago has such tall buildings, and so many of them. Laughed at for having reached out and seized scores of square miles of prairie, and even yet possessing farms within her city limits, she none the less feels her “business elbow-room” more cramped than if she were on narrow Manhattan Island. In the little square mile, around whose edges the railroads end, are all her towering office buildings, her principal hotels, her leading stores, her wholesale warehouses, her public buildings, restaurants, exchanges, and all her principal centres of trade and resort. Many of these buildings have been piled high in the air because the ground is crowded and the only leeway is upward.

Some day—it is a problem many men are studying--this heart of the city must be enlarged, and the probability is that this will be done by moving all the depots back a mile or so. When that is accomplished they may be connected by a circular railroad—an elevated road, most persons predict. Then travellers by the various roads can connect with others than those upon which they come in, and may continue their journeys without delay. This cannot be done now. Chicago stops every traveller now, like a giant highwayman, and makes him or her pay homage to it whether the traveller wishes to break his journey there or not, taking his baggage and, in most cases, holding his person at a hotel until a later hour or another day.

It will be interesting to add a note about each of the Chicago depots that squeeze in the vital organs of the city like iron corsets. There are seven of them: the Dearborn, the Illinois Central, the Baltimore and Ohio, the Union, the Grand Central, the Van Buren Street, and the Chicago and North-western. They are so close to one another that they seem almost to transform the thick of the city into one great railway depot—the greatest in the world. More than 85,000 miles of railroad centre there to-day, and nearly all the great systems of the United States, Canada, and Mexico meet there. If we speak of those which enter the city by leased or contributory lines we leave out scarcely any notable railroad in North America.

Those visitors to the Fair who will enter the city by skirting the lake shore and passing close to the Fair Grounds will end their journeys at the Illinois Central Depot, in front of the densest part of town. This Illinois Central Railroad operates 2875 miles of road, and connects the Gulf of Mexico with Lake Michigan, reaching such principal points as St. Louis, Cairo, Memphis, and New Orleans, at which latter place connection is had with the Southern Pacific for points in Texas, New Mexico, and on the Pacific slope. Another railroad which curves around the foot of the lake and ends at the Illinois Central Depot is the “Big Four,” or Cleveland, Cincinnati, Chicago, and St. Louis Company. Its title, made up of the four great cities which are its terminals, indicates the extensive and important sections through which it runs. At this same depot a large fraction of the mass of sight-seers from New York and New England will leave the cars, because it is the terminus of the Michigan Central line, or “Niagara Falls Route,” so



called because its through trains all stop beside the great cataract long enough to enable passengers to alight and walk to the edge of the bluff, looking down upon the falls from one of the best points of view commanding them. Westward-bound passengers leave the New York Central Railroad at Buffalo, are whirled into Canada, and thence to Detroit and across Michigan in model trains, with dining and buffet cars, vestibuled sleepers, and all the new conveniences. The Baltimore and Ohio Railroad enters Chicago by the same lake shore route, but has a terminal station of its own near the Illinois Central Depot. This, one of the oldest of all American railroads, now operates more than 2000 miles of road, exclusive of a great line which it leases, and crosses Western Indiana, Northern and South-western Ohio, West Virginia, Pennsylvania, Maryland, Delaware, and New Jersey, to New York. Its route is famed for its picturesqueness.

The Dearborn Station, at Polk Street and Third Avenue, is commonly regarded as one of the "sights" of Chicago. It does a heavy business, being the terminus of the Atchison, Topeka, and Santa Fé, the Erie, the Grand Trunk, the Chicago and Eastern Illinois, Chicago and Western Indiana, "The Wabash," and the Louisville, New Albany, and Chicago systems. The "Atchison" operates more than 6400 miles of its own road. Its business is done in nearly a dozen States and several Territories in the south and west, including Missouri, Arkansas, Kansas, Nebraska, Oklahoma, Indian Territory, Colorado, Arizona, New Mexico, and California. It is one of the great scenic routes of the country. The famous "Erie Railroad," or New York, Lake Erie, and Western, reaches this depot *via* the Chicago and Erie, one of the railroads of its system which traverses Indi-

ana, Ohio, Pennsylvania, and New York, through beautiful regions, and has New York City for its terminus. The Chicago and Eastern Illinois, and Chicago and Western Indiana railroads, whose names describe their routes, also run their trains from this depot. The Chicago and Grand Trunk, also running from this depot, is the connecting link between the Grand Trunk system of Canada and the American railroads. By its means all points in North-western and Central Michigan, Eastern Canada, and our own New England States can be reached. Another tenant of the Dearborn Station is the "Monon Route," or Louisville, New Albany, and Chicago, an enterprising, well-equipped company operating between Chicago, Cincinnati, Louisville, Indianapolis, and the South. The famous Wabash Railroad, for St. Louis, Kansas City, and Texas, is also a tenant of the station.

All the trains of the Pennsylvania Railroad, either by the Fort Wayne or the Panhandle routes, run to and from the Union Depot at Canal and Adams streets. Its limited trains are as fast and as elegant as they are famous, and its routes to the great Eastern capitals are both direct and picturesque. The Chicago, Burlington, and Quincy Railroad is another of the great arteries of the country. It operates 7000 miles of road. It reaches the Black Hills, the Wyoming cattle ranges, and many leading points in Colorado, Kansas, Missouri, Minnesota, Iowa, Wisconsin, and Illinois. Another system that terminates at the Union Depot is the Chicago and Alton, for St. Louis, Kansas City, and, by connections, all over the West and South-west. Also at this depot travellers take the cars of the Chicago, Milwaukee, and St. Paul Railroad, a vast system, and a great favorite with Chicago people. It embraces 6900 miles of track, and is of



great importance in the North-west. It runs to Omaha, into South Dakota, and has a notable number of the summer resorts of Chicago among its stopping-places.

The Chicago and North-western Railroad Station is at Wells and Kinzie streets. The Chicago and North-western is one of the very great systems of the West. It embraces more than 7000 miles of roads in Illinois, Michigan, Wisconsin, Minnesota, Iowa, the Dakotas, Nebraska, and Wyoming. The Union Pacific Railroad, with all its ramifications in the Far West, has this depot for one of its terminals by a direct connection.

The Grand Central Station at Harrison Street and Fifth Avenue is a new and handsome building. The Northern Pacific Railroad, by a lease of a connecting line between Chicago and St. Paul, now practically makes Chicago its eastern terminus, and this is its depot. It thus connects the Great Lakes with the Pacific, and travellers may make the journey with all the modern comforts, and over an imperial reach of diversified scenery. The Wisconsin Central Railroad, which is the line by which this railroad to the west coast reaches Chicago, does an extended business in the North and North-west, running through a notable timber, mining, and sporting country.

The seventh and last station, though it is as convenient to the city as any, is the Van Buren Street Depot. To and from this are run the trains of the Lake Shore and Michigan Southern Railroad, one of the main routes of the Vanderbilt system between the East and the West. Travellers have their favorites, and some favor this, while others prefer the Niagara Falls route. The Lake Shore Road is direct and unbroken, is very popular, passes through a beautiful and well-developed territory,

and is equipped as perfectly as the rest of the system. Another tenant of this depot is the Chicago, Rock Island, and Pacific Railroad, which is one of the pioneer roads of the West, and has grown until it operates in Iowa, Missouri, Kansas, Indian Territory, Nebraska, Colorado, and, by connection with other roads, offers quick routes to the Pacific slope, the middle West, and the North-west.

This list of the principal roads centring at Chicago makes uninteresting reading only to those who are familiar with the railroad systems of the country, and to those who do not think while they read. The others will perceive by it something of the causes of Chicago's greatness, and how, like a great spider in the heart of a web of steel, she reaches out in every direction, making every point more or less tributary to her.

THE WORLD'S FAIR

THE WORLD'S FAIR

CHAPTER X

OUR COLUMBIAN EXPOSITION

IF it were sought to express in one phrase the expectations of those who are planning the Columbian Exposition of 1893 in Chicago, it could best be done by calling it a Venetian spectacle. In all that governs its best effects, as it will burst upon the vision of the multitude, it will suggest Venice. Especially at night will it call to mind what the poetic comprehension conceives that Venice might appear if she were in gala attire, and her beauties, seen under a flood of electric light, were effectively concentrated along two miles of the Adriatic shore.

Chicago has been visited, the site of the projected Columbian Exposition has been examined, and the men and women who have undertaken to arrange the major details of the Great Fair have willingly offered their forecasts of the finished work. The labor of preparation is, in point of time, far from that appointed stage of completion when, in October, 1892, the Columbian anniver-

sary is to be celebrated with several days of pageantry and festivity.* After that seven months will be consumed in storing the buildings with exhibits; and then, in May, 1893, the Great Fair will be opened to the inspection of the world.

Even in New York, where there has been keen disappointment over the failure to secure the Fair, it is at this writing evident that the shrewdest business men have come to regard the projected Exposition as likely to prove a complete triumph of American enterprise and skill. Not all who feel compelled to sink an already weakening local prejudice beneath national pride are even now willing to predict artistic and material success for Chicago's undertaking. But it is in Wall Street that is heard the first note of confidence in the success of the undertaking, and it is scarcely necessary to say that in Wall Street the finer and more delicate aspects of the case are not likely to receive recognition, particularly in those bulletins in which financiers seek to convince their correspondents that we are on the eve of three years of prosperity. The basis and reasoning in these bulletins are that the movement and sale of our enormous food products will bring about the first year's prosperity; that next will occur a year distinguished by great railroad extension, to be paid for out of the first year's transportation earnings; and that there will then follow a year given over to the profitable task of entertaining the foreign visitors to the World's Fair.

Following this hopeful financial view, there is a growing belief that the Exposition will not fail from an artistic point of view. The broad and liberal spirit which

* This chapter was written in the autumn of 1891.



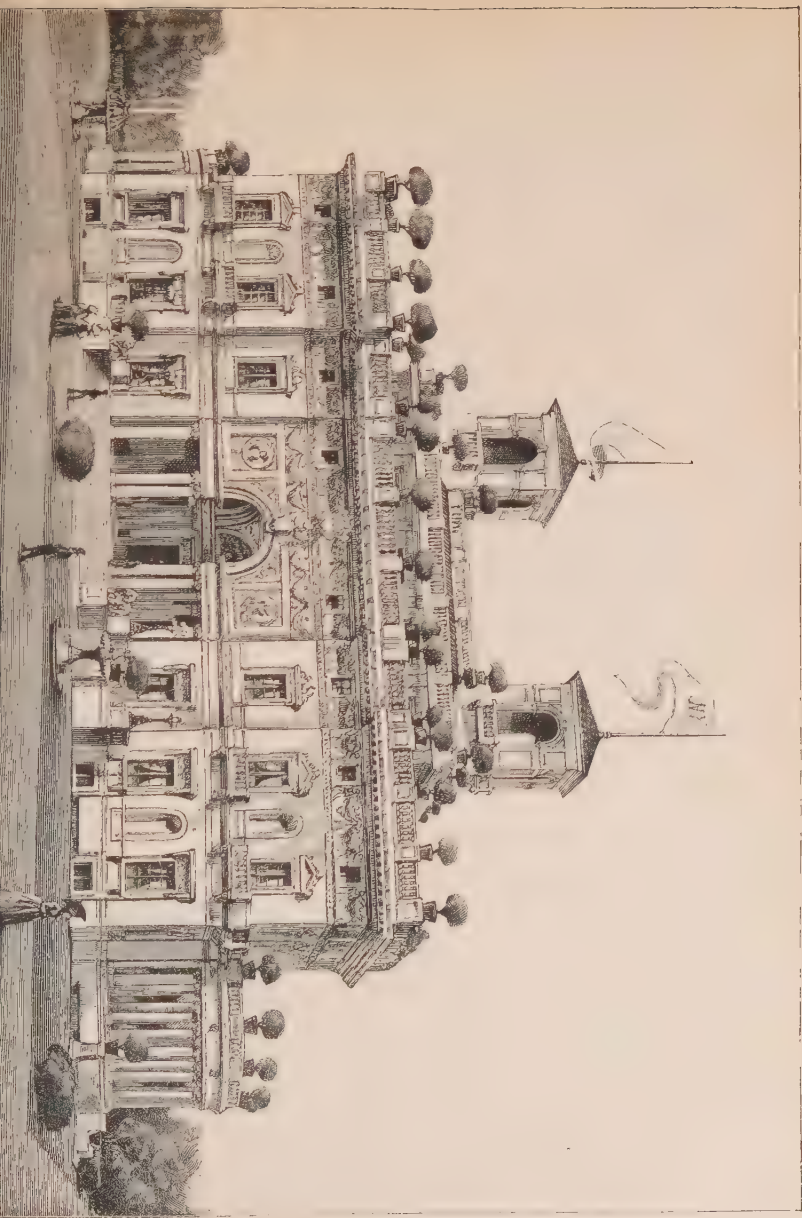
MRS. POTTER PALMER
(President of the Board of Lady Managers of the Columbian Exposition)

led its projectors to seek the aid of the most distinguished architects of the country is reassuring to those who have doubted whether our Fair would vindicate American taste at the same time that it would display our wealth and progress. The manner in which the architects are encouraged to work for the Fair is quite as remarkable, and quite as potent in destroying borrowed concern. After ten men of admitted excellence have been selected from all over the country, to each has been paid an honorarium of \$10,000. It is truly a royal way to insure hearty co-operation and the best work of the best men. All have been treated alike, and all are enabled to fortify themselves by special study here and abroad for the work they are undertaking. The note thus sounded in the most influential circles outside of the business world is in harmony with the chord that has been struck in Wall Street. There will not long remain among well-informed persons a trace of the former belief that Chicago will too strongly impress her individuality upon the Fair, or of the dying doubt that it will be fully and grandly national in its aims and accomplishments.

Once again the peculiar manner in which American affairs are influenced by public opinion is in this matter made evident. Amid the clamor attending the competition among large cities which wished to possess the Fair many angry and rude aspersions have been cast upon Chicago's fitness for the honor to which she aspired. It is now evident that in a considerable degree the triumphs of the managers of the exhibition are due to the rancor that preceded and even followed the selection of Chicago as the exposition city. These shrewd officials may be in some measure unconscious of the fact,

yet, in many remarks and arguments, they make it evident to me that in taking hold of the gigantic enterprise they bind themselves to disappoint their rivals. They are resolved to prove false the prediction that Chicago would belittle her opportunity by seeking to make only local capital, and would shock the cultivated taste of the nation by producing a crude and clumsy fair, lacking those elegances and luxurious attributes of ornament and finish which rendered the last Paris Exposition the wonder of the civilized world. I am not likely to be contradicted if I assert that the unkindly comparisons into which the Paris Fair of 1889 was constantly forced resulted in the establishment of the Parisian standard as the model that Chicago was to surpass at all hazards. To say this is to ascribe to Chicago qualities of which any city might be proud, for in her conduct she has shown that true and wholesome pride which is never found apart from modesty, and with these traits she has exhibited a clear consciousness of her strength to repress every weakness with which she has been unfairly charged.

At the moment when this is being prepared for the press, the greater part of the Fair tract in Jackson Park is one-third enclosed by the waters of Lake Michigan and two-thirds by a tall fence six miles in length. Within that enclosure is to be witnessed a scene of extraordinary activity. Close at hand, as one approaches the site from the city, the second story of the Woman's Building already rises above the greenery, and as far as the eye can comprehend the scene the view is dotted with other white forests and thickets of new timber, marking the foundations and framework of the great buildings that the Commissioners are to erect as the



nucleus and glory of the Fair. Even through the disorder of such a field, wherein thousands of laborers and carpenters are at work, and where the surface of the ground is receiving no care, it is apparent that the site is well chosen, and that the grounds are capable of conversion into the unique and really extraordinary park of palaces which the managers have planned.

It was a marsh when work upon it was begun, a sloping combination of low lands, water, and hummocks; but the once uncertain beach is already a beautiful slope of neatly-ordered stone-work edged with sand, and capped by a broad and elegant esplanade of white concrete, forming as noble a water-side way as can be pictured by the mind. Beyond this costly promenade the field is divided into promontories and islands, among which have been led beautiful sheets of water, in the form of lagoons, canals, basins, and straits. It is the water of the Great Lakes, and has the translucent quality of pure crystal.

This, it must be remembered, is the character of the site for the ten or eleven principal buildings to be erected by the Commission in what is now the distant part of Jackson Park. But adjoining this is the older portion of the park, long ago in use as a finished part of the superb park system of Chicago. A large pond embellishes this section, and upon the undulating ground around the pool are meadows, groves, and winding roads. This land is to form the site of the buildings of those foreign governments that are to participate in the Exposition. Mexico has already selected the foremost plat close against the new domain upon which the Exposition builders are now busy. The two sections are to be thrown together, the great pond is to be connected with

the lagoon system of the Fair Grounds, and the finished site will include both grounds.

Standing upon the broad, trim, artificial beach beside the blue and green expanse of Lake Michigan, I found it difficult to free what I saw from what, after a week's study of the official plans, I knew must soon take the place of the disorder around me. After such a study, and with some of the officials of the Exposition discussing the future in my hearing, it was easy to enjoy a prophetic view of the great park as it would appear after the Exposition opened—almost as easy to comprehend and far more interesting than the actual scene. Already the unfinished model of a modern cruiser lay before me at the edge of Lake Michigan, and afar off the foundations of the almost fairy-like Casino Pier fretted the surface of the great lake. I fancied myself on a barge approaching the gaudy wharf. The mind's eye showed the pier joining the long expanse of artificial beach at a point in front of a beautiful emerald lagoon that lay between the Palace of Agriculture and the almost inconceivably vast building for Manufactures and Liberal Arts. Rising from the lagoon was the colossal yet graceful Statue of the Republic, seen through the spaces of an impressive line of separate granite columns, whose capitals will bear figures displaying the arms of the States.

The great building showed a general tone of darkened ivory or slightly smoked meerscham, an effect produced by the "staff" or stucco composition with which the exterior walls are to be covered. All the exterior walls of all the buildings will be of this material, and the buildings themselves will therefore be rather architectural models than durable structures. Wherever great arches

support heavy roofs or span wide openings between walls, the trusses will be of iron, but in most cases the walls or frames will be of timber.

But though the general tone in this prophetic view of the buildings is that of enriched ivory, each view of every structure presents a more or less brilliant array of colors, the differing hues being seen wherever the walls are broken, as in the arcades, porticos, corridors, pavilions, and galleries, which relieve and ornament most of the edifices. For instance, while still looking down the lagoon that is ornamented by Mr. Atwood's *chef-d'œuvre* of statues and columns, the eye is taken captive by the brilliant golden dome of the Administration Building. Statuary, banners, gorgeous panels, medallions, and colonnades, all harmoniously blended, make this the most striking and one of the most admired of the works of the architects. Richard M. Hunt, of New York, is its designer.

The beautiful waters of the system of lagoons pass every one of the main buildings, and all but surround some of them. On their surfaces all the palaces will be reflected, and at night the water will duplicate the full brilliancy of this, the second of the world's expositions which electricity has rendered viewable after dark. The water itself, by-the-way, will be shot with brilliant light by scores of electric lamps placed around its borders. A hundred gondolas brought from Venice will loaf luxuriously along these liquid avenues, to be distanced contemptuously by a myriad of swift launches. Their motions on the water's surface will but weakly imitate the fast-gliding artificial denizens of the deep which skilled electricians plan to send hither and thither by means of delicate machinery urged by power stored in the bodies

of the toys. At night, when the eyes of these submarine monsters and beauties are lighted by electricity, they will add a strange feature to the general spectacle.

Beside the gorgeous Administration Building, on the one hand, is the Machinery Hall, designed by Messrs. Peabody & Stearns, of Boston. It is a beautiful and imposing palace, and is connected artistically with the Building for Agriculture by means of a colonnade surrounding one end of a great canal. Messrs. McKim, Mead & White, of New York, designed the Agricultural Building. These two great houses for agriculture and machinery are each above 800 feet long, and the Machinery Building has an annex 550 feet in length, so that the roofs of these two buildings and their connections cover an unbroken length of 2400 feet. The Machinery Building will be constructed as if three great railroad depots or train sheds were placed side by side, and it is the purpose of the Columbian Corporation to sell these parts for such uses after the Fair closes. The managers expect to realize a salvage of at least \$3,000,000 on the material used in the various structures, and they boast that they have already saved \$1,000,000 on what was considered a careful preliminary estimate of the cost of the buildings.

But to return to the view. Down the canal that half divides these buildings the Electricity and Mining houses are reached. The Electric Building (designed by Messrs. Van Brunt & Howe, of Kansas City) is most unique, and besides being decorated by many towers, has a grand entrance that rises a story higher than the rest of the building, and that, when illuminated at night, will seem ablaze with light as if it were a colossal lantern. Beyond this building is the principal lagoon,



FISHERIES BUILDING

from whose surface rises what is known as the Wooded Island. This island is many acres in extent, and is designed to remain bare of almost everything but flowers, trees, and paths, in order that it may furnish throughout the Exposition a cool and alluring retreat for tired visitors. Absolute bareness will be prevented by the presence of a beautiful temple put up by the Japanese.

Behind this great lagoon are the Transportation, Horticultural, and Woman's buildings, at the farther end is the Illinois Building, and on the side between the lagoon and Lake Michigan are the Fisheries and United States Government buildings, all costly, extensive, and elaborate examples of the skill of American architects. One building that has not yet been mentioned receives, perhaps, the highest praise. It is the Gallery of Fine Arts, and will stand beyond the lake that is now in the old part of Jackson Park. Its designer is Mr. C. B. Atwood, of New York.

Beyond the Fine Arts Gallery, in the older part of Jackson Park, and gathered amid its groves and around its picturesque lake, are to be the seats of the foreign governments that participate in the Fair. The domes and the towers of these still undetermined buildings will doubtless reach far down what is called Midway Plaisance, a parkway connecting Washington and Jackson parks. Down this plaisance, now a broad bowery boulevard, will also be gathered many of the lesser attractions of the Fair, not all of them wholly disconnected with private enterprise or the showman's profession.

Thus has been arranged the greatest of world's expositions. The field laid out embraces 640 acres, and 400 acres adjoining this are available if needed. The floor space already provided for is equal to 400 acres, or more,

it is said, than the entire ground utilized in any other exposition. The park is seven miles from the Chicago City Hall, but it is to be connected with the city by all of the great steam railroads that enter Chicago, by the cable-car lines and stages, by the lake boats, and by an elevated railroad now nearly constructed. Within the Exposition Grounds connection between the various points of interest may be had both by land and water—by donkey-back, jinrikisha, 'bus, gondola, launch or skiff, and by a marvellous overhead travelling sidewalk.

Apparently the entire distribution of leadership and command has been characterized by as liberal a spirit as that which led Mr. D. H. Burnham, of Chicago, the Chief of the Bureau of Construction, to cluster the architectural geniuses of the country around him as he did. The architects in question are: Richard M. Hunt, of New York; W. L. B. Jenny, of Chicago; McKim, Mead & White, of New York; Adler & Sullivan, of Chicago; George B. Post, of New York; Henry Ives Cobb, of Chicago; Burling & Whitehouse, of Chicago; Peabody & Stearns, of Boston; S. S. Beman, of Chicago; and Van Brunt & Howe, of Kansas City.

In the same spirit and towards the same end of conducting a thoroughly national enterprise, Director-general George R. Davis has divided his work into fifteen branches, constituted each branch a department, and then sought men of national fame and acknowledged ability to take charge of these divisions. The Bureau of Agriculture has been put in the hands of Mr. W. I. Buchanan, a remarkable organizer and student of the interests of the agricultural class, and hero of the famous Sioux City Corn Palace Exhibition. His plans for the agricultural exhibit are exceedingly broad, and are



perfected to the minutest detail, so that the Western men at least feel certain that his will be as complete a display as can possibly be made.

The Department of Ethnology is in charge of Professor F. W. Putnam, of Harvard, who has sent to South America naval and military officers, many of whom are specialists outside of their professions, and whose business it will be to scour South America to secure a representative exhibit. The past and present methods of living in every South American country are to be illustrated realistically by models provided by the gentlemen who have selected the objects after consulting well-informed persons from those countries. The representation of lake dwellings from Venezuela is spoken of as likely to be more marvellous than the examples of the same study that will be sent here from Europe. The results from Patagonia, Alaska, Greenland, Finland, and Iceland will all be notable. The bureau has in Africa an officer of the navy who is in correspondence with Tippu-Tib for fifteen pygmies.

The Department of Fish and Fisheries is in charge of Captain J. W. Collins, of the United States Commission. He will exhibit an aquarium stocked with both salt and fresh water fish, and will present casts of all the known species of fish, together with a valuable presentation of the fauna and flora of the ocean. He will also exhibit the different modes of and appliances for fishing, both ancient and modern. Either here or elsewhere in the Fair will be given graphic expositions of the work at the seal-fisheries of Alaska.

The Department of Mines and Mining is in charge of Mr. F. J. V. Skiff, of Colorado, a man thoroughly familiar with the mining business, who proposes to have the

department illustrated by working-mines if possible. This is the first international exhibition in which a separate building has been provided for this industry.

The Department of Liberal Arts, comprehending a greater variety of exhibits than any other department, is in charge of Professor S. H. Peabody. It was offered to Professor John Gilman, of Johns Hopkins University, but he was unable to accept the trust. The Department of Machinery is in charge of Mr. L. W. Robinson, who was first assistant in charge of the Machinery Hall at the Philadelphia Exposition. The Columbian Fair will gain distinction from having at its service steam of the power of 24,000 horses. It is said that the greatest of the engines which will be shown will dwarf the great Corliss machine exhibited in Philadelphia in 1876.

The Department of Publicity and Promotion is under the chieftainship of Major Moses P. Handy, the distinguished journalist. There was never such a department in any other exposition. There have been press bureaus, but the press work of this Exposition is simply a branch of the work of promotion which is carried on both at home and abroad, and, as elaborated by Major Handy, is so formidable that his mailing department alone ranks by the bulk of its business with some of the most important second-class post-offices of the country.

The Department of Fine Arts is in charge of Mr. Halsey C. Ives, of Missouri, who built up the great art school in St. Louis. He began work by journeying abroad, visiting every country in Europe, talking with artists, inspecting famed galleries, and arranging for the exhibition of pictures by loan and otherwise. While in Paris Major Handy met M. Prust, who had charge of the art department of the Paris Exposition, and who gave



THOMAS M. WALLER, VICE-PRESIDENT
(Connecticut)



D. B. PENN, VICE-PRESIDENT
(Louisiana)

his word that France, which can contribute so much towards a successful art display, will do its best for this one. Sir Philip Cunliffe-Owen and Sir Henry Wood, Secretary of the Royal Society of Art, assured Major Handy that England does not propose to be eclipsed. The English artists now realize, that which the French years ago discovered, that America has become the greatest and most profitable field for the disposal of the best products of the Old World studios.

In addition to the half-million-dollar Art Building on the Fair Grounds, it is proposed, aside from the Exposition entirely, to build in Chicago a noble and permanent art palace. The money has been raised, and those concerned in the project hope to secure for the new museum many of the finest works exhibited at the Exposition.

Mr. James W. Allison, of Ohio, is in charge of the Department of Manufactures. He is noted for having conducted in Cincinnati the most successful local exposition in this country. His department and the departments of Ethnology and the Liberal Arts will exhibit in the huge Palace of Manufactures.

In view of the extraordinary competition among the great electrical combinations, it was a delicate and difficult task to secure for chief of the Electrical Department a person not connected with any interest, yet acceptable to all. Professor J. P. Barrett, of Nevada, was selected, and the highest hopes are based on the exhibition he will arrange. Mr. Thomas A. Edison is greatly interested in this department, and will aid the work in it in other ways than by contributing to it his newest marvel, upon the completion of which he is engaged. It is promised that many of the wonderful features of the re-

cent Electrical Exposition of Frankfort will form part of our Exposition.

The Department of Horticulture is in charge of Professor J. M. Samuels, of Kentucky; and that of Floriculture is headed by Mr. John Thorpe, of New York. Already the growth of plants for the great exhibition is under way in a house on the Midway Plaisance. Ten acres on Wooded Island will be planted with flowers, and the entire out-door display will include wild and aquatic flowers as well as the cultivated varieties. The Government exhibits will be uncommonly fine, and are to be in charge of officers appointed by the President. The naval display, aboard a brick model of a cruiser, will be exceptionally fine—the exhibition being shown in the space which on a real ship would be given up to machinery and arms. The Post-office Department exhibit will show the progress of the postal system, especially in the methods of transporting and distributing mail. It will include an illustrated history of our postage-stamps. England will send illustrations of her postal department in connection with the working of the postal telegraph system. Mr. Willard A. Smith, Chief of the Bureau of Transportation, will make a collection demonstrating the development of the methods of traffic and travel from the use of the goat-cart and the dugout to that of the hotel car and transatlantic flyers of today. Mr. Walker Fearn, of Louisiana, head of the Department of Foreign Affairs, was our Minister to Greece under President Cleveland. His bureau will grow more and more useful and busy as it follows and directs the plans of the foreign governments that will join in the display.

Uncommon interest has from the beginning of the



work been attracted to the Woman's Department, the most notable feature of the Great Fair. It was fortunately placed under the charge of Mrs. Potter Palmer. She is a society leader in Chicago, where it is proudly boasted that she would grace any court. She is the possessor of great wealth, and was wholly unacquainted with public affairs before she undertook this charge, and yet she has taken hold of the Woman's Department as of something by the conduct of which she may crown her life, and in doing so has shown the most marked executive ability. In choosing a plan for its building, the Woman's Department has copied one of the most admirable designs made for the Exposition. The architect who drew the design is Miss Sophia G. Hayden, of Boston. Mrs. Palmer has planned a treasury of objects illustrative of woman's work. The exhibit will embrace a model kitchen, a modern crèche, a kindergarten and hospital with trained nurses, a notable exhibition of books written by women, periodicals edited and published by women, and, most interesting of all, the mechanical inventions of women. It is curious to read in Western papers that Mrs. Palmer is of Southern birth and the wife of a Democrat. The reason for so unexpected a reference to a lady lies in the fact that originally it had been charged that the Columbian Exposition was to be a partisan Republican institution. It is unnecessary to further the discussion here. The chiefs of the two governing bodies—the National and State directories—are men of both parties, and the work of planning and perfecting the Exposition has avowedly and apparently been apportioned to men chosen for their experience and ability, regardless of their political faith. The long list of officials composing both the national

committee and the Illinois organization has been printed many times. The President of the Government Commission is Senator Thomas W. Palmer, of Michigan; the secretary is Mr. John T. Dickinson, of Texas; and the director-general, by far the most active man on either board, is General George R. Davis, of Illinois. The president of the local or Illinois delegation is Mr. William T. Baker, who is also President of the Chicago Board of Trade; Mr. Thomas B. Bryan is vice-president of the Illinois organization; the treasurer is Anthony F. Seeberger; and the auditor is William K. Ackerman.

Over in what has long been an important part of Jackson Park, on the lake front, but nearer to the city than where the greater buildings are to be located, is the ground set apart for the headquarters of foreign countries. Exposition officials are in the habit of calculating that the other countries of the globe will add about \$3,000,000 to the amount expended at the Fair. If the foreigners spend \$3,000,000, and the various States of the Union lay out \$5,000,000, as they are expected to do, the total expenditure for the Fair will amount to \$26,000,000.

It is evident that there will be massed together in the foreign quarter a very gaudy, impressive, and unfamiliar jumble of picturesque and peculiar structures, contrasting strangely with the stately group of huge palaces on the main grounds. We know that with part of Mexico's \$750,000 she will erect a fac-simile of an Aztec palace; Guatemala will put up, out of her \$120,000, a model of a palace that distinguishes her ruined City of Antigua; Colombia, which has appropriated \$100,000, will reproduce her splendid Capitol; Ecuador, which has allotted \$125,000, for all her expenses, will again show, as she

did in Paris, a copy of her Temple of the Sun ; Brazil will make a magnificent contribution, at a cost of at least \$500,000. Around the beautiful palace which she will erect will be gathered lesser buildings illustrative of the habits and industries of her people—huts with native inhabitants, a sugar-mill, and coffee-planter's outfit. Glimpses of the rubber industry will be among the additional exhibits. Brazil's most famous band will be sent here also, perhaps to compete with the band of the Coldstream Guards of England, and certainly to blend its melody with that of the great orchestra which Theodore Thomas is to lead, and with the music of the thousands of choral singers to be trained by Professor Tomlins. Almost all the South American countries, even the smallest, and the colonial islands off the Atlantic coast, have signified their intention to be represented at the Fair.

It is becoming more and more apparent that what seemed to be an unwarranted liberality in the projected extent of the Fair Grounds will still leave the Commission hampered for room. The battle will be to economize space, and already skirmishes to protect the necessary beauty-spots, like the Wooded Island, are of daily occurrence. The Europeans, who never held an exposition covering half the area of this one, are insisting upon allotments that would have been out of the question at Paris or Vienna. England and Germany, for instance, will not be satisfied with less than 120,000 square feet of ground. It is the enthusiasm of their commissioners which leads to this demand, and they assert that the same hearty interest in our Fair will result in the grandest exhibitions their countries have ever made. It is perfectly apparent that France will not ask a jot less

than these neighbors. England's main building will be a reproduction of some notable manor-house, like Hatfield (Lord Salisbury's country place), or Sandringham, perhaps. The idea will be to illustrate typical English architecture. A model English garden will be attached to the great house, and a fine feature of the building will be a spacious hall filled with armor and hung with pictures, and to be used for receptions and ceremonial purposes. England will appropriate £27,000 for her use at the Exposition. Herr Wermuth, the German commissioner, who came to Chicago in September last with Sir Henry Wood, of England, was less explicit with regard to Germany's intentions. He said he thought his nation would select for its headquarters some typical ancient German building; and he added, after speaking enthusiastically of the Exposition Grounds and Buildings, that ours would be the grandest fair ever held, and that Germany would do its share towards the achievement of that degree of success.

It is too early to discuss more fully the part that the foreign governments will take in the Exposition. This is peculiarly disappointing, because there seems no doubt that many great countries will surpass all their former efforts at international exhibitions. Major Moses P. Handy, one of the Commissioners who went abroad last winter, says that their errand proved most wise and fruitful. It was thought advisable for some of the officials of the Fair to put themselves in evidence in the old countries to answer questions, and to induce the more tardy governments to move towards participation in the display. In most cases it was only necessary to see the heads of such governments, but in Switzerland the rule was reversed, and there popular sympathy with the



project needed to be aroused by public meetings. Switzerland was nearer to having done nothing than any other country, but owing to the formal visit of the Commissioners the ancient republic is now earnestly interested in making a praiseworthy appearance at Chicago. In the other cases the rule was to see the chiefs of each government, and to urge that a more than perfunctory interest be taken in the project. In Sweden and Denmark the kings were seen, but in the majority of the countries visited our ministers presented the visitors to the foreign ministers of each court, and by these statesmen the Americans were introduced to those cabinet officials in whose departments the matter came. The leading statesmen of England, France, Germany, Switzerland, Holland, Belgium, Austria, Norway, Sweden, Denmark, and Russia were thus induced to interest themselves in our Fair. In each country great success attended the visit of the Commissioners.

It is known that there will be sent from India all that is needed to picture life in an East Indian village. Turkey, reluctant to bear the expense herself, has authorized private individuals to construct a realistic reproduction of a Turkish street, probably of shops, and showing not only the wares peculiar to the country, but her mechanics, artisans, and professional entertainers. Egypt will show a more complete and picturesque reflex of the life of her people than that which was demonstrated by the famous Rue de Caire in the Paris Exposition. This exhibit will also take the form of a street. It will be 400 feet long, and lined with shops, cafés, dwellings, and amusement halls. It will be peopled with donkey-drivers, Egyptian serving-maids, dancing-girls, jugglers, merchants, women, and children. Japan will spend \$500,000

in reproducing what is most picturesque and effective in her architecture and in scenes from her home life; while China, exhibiting with governmental sanction for the first time, will add a notable feature of the Fair. Persia also promises what will prove a glistening drop in the colossal bucket. It is whispered that from many of these foreign countries royalty itself will come in numbers and consequence greater than ever distinguished any universal exhibition since the last effort of imperial France. A dozen kingly and princely visitors are talked of as our possible guests. All and more—or none at all—may come. No one can speak one whit more positively upon the subject. It is even possible that some of the things that are here set down as fixed and certain attractions of the Exposition will be changed or omitted. It is certain that a host of inviting features, not yet known even to the managers, will be added to those here set forth. Allowance should be made by the reader for the uncertainties of so long a look ahead.

Our Territories are nerved to make the most of their opportunity. The most important Territorial contributions will be in the line of mining and mineralogy, but this may not be the most generally interesting. The Territorial delegates will meet this exposition of wonders at the wonder capital in the spirit that is to produce its most amazing results. Mr. Richard Mansfield White, who is a son of the late Richard Grant White, told me when he was in Chicago as Commissioner from New Mexico that his Territory will endeavor to emphasize the fact that its capital, Santa Fé, and not San Augustine, Florida, is the oldest city in the country. He says that “when the conquistadores entered New Mexico they found in Santa Fé a city already existent, and already so ancient,

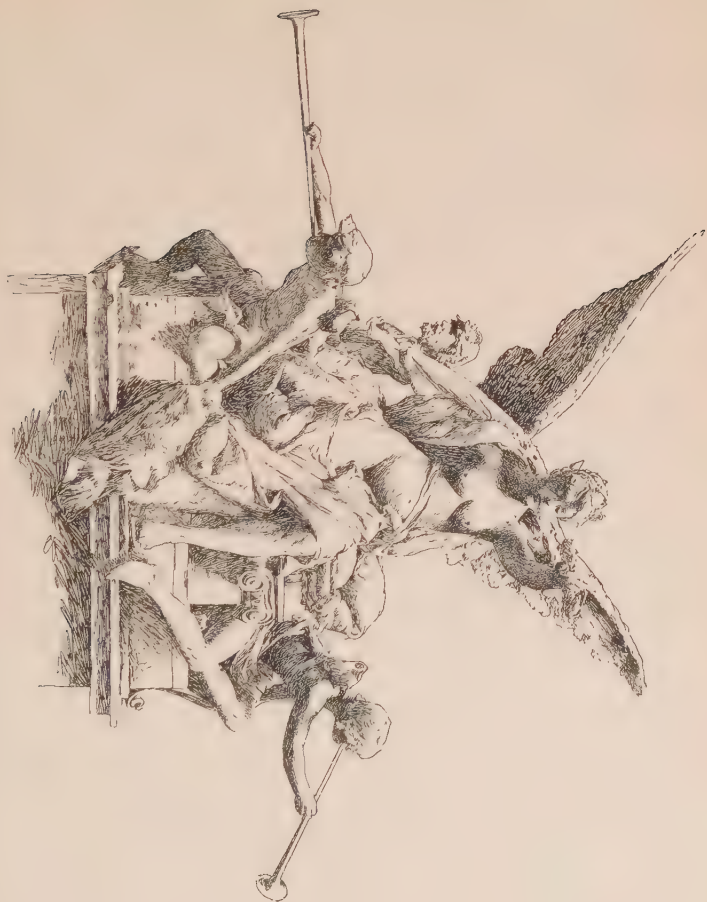
as to have been for hundreds of years a town of the Aztecs, or Toltecs, or whatever people we like to call those who had a civilization of their own centuries before Europeans touched their soil." The so-called palace of Santa Fé is the work of this misty past, and Mr. White hopes to bring part of it to Chicago and the Exposition. Mr. White himself is an ideal exponent of the manhood which dominates the regions that have not yet reached the dignity of Statehood. He was revelling in the luxury of full evening dress in the palatial Auditorium Hotel, and might easily have been mistaken for a pampered child of the stagnant East, but five minutes' conversation with him brought out the fact that, though born in New York, he had been for twelve years in the Apache country, fifty miles from a railroad, a pioneer at first, and now a leader among the white men there. He calls himself a Western man, and acknowledges stronger ties in the robust West than those by which birth binds him to the metropolis.

An astonishing feature of the Columbian Exposition will be one of the palaces grouped in the heart of the Fair Grounds. It is the Manufactures Building, designed by Mr. George Post, of New York. It will bear the same relation to this Exposition as the Eiffel Tower did to that of Paris in 1889; and, indeed, its possible use as a vantage-point from which to see the Fair Grounds has terminated in the negative the discussion for and against the construction in Chicago of a rival to the great tower of Paris. This greatest of all the Exposition Buildings, and of the buildings of the world, will present to Lake Michigan a façade of such a length as to suggest the wall of a city, yet it is so admirably designed, so light and graceful in its effect upon the

vision, that its true extent can only be comprehended when its dimensions are expressed in figures and by comparisons. It is one-third of a mile long, and to compass it round about is to walk a mile. The roof of it is 1688 by 788 feet, and the span of the dome, the largest ever attempted, is 388 feet. The roof is 230 feet from the ground, and the building has 40 acres of ground-floor. Two of the vast machinery halls of the Paris Exposition could be wheeled through it, and the Auditorium, the building of which Chicago is most proud, could be pushed under this great roof, tower and all.

But, without any question, the most amazing exhibit at the Fair will be Chicago itself. It will interest every class of visitors. It will offer a tonic and exhilarant to the frivolous, and a subject for profound study to the thoughtful. Let those who go there like it or not, there it will be found—a vast, throbbing, roaring combination of humanity, machinery, and masonry. It is so new that a tree which figured in an Indian massacre, at a border fort that marked the city's beginning, is still standing—a far from ancient-looking object—in the smoke-burdened atmosphere of myriad factories, in the presence of 1,200,000 inhabitants, and in the shadow of an aggregation of buildings taller than the average European ever conceived the Tower of Babel to be. Admire Chicago or criticise it as they may, it will stand to awe and to confuse the men of our own as well as of foreign cities. Young it will be found, but not infantile, for it will display the most palpable monuments of a consummate civilization. It will show a magnificent park system not anywhere excelled, mile upon mile and line upon line of boulevards, magnificent in themselves, and bordered by homes which only vast wealth widely

“FINE ARTS”



distributed can maintain. It will display splendid public schools, libraries, hospitals, storehouses, galleries, and theatres; hotels unexcelled elsewhere on the globe; factories whose workmen could populate towns, and whose products are as familiar in Europe and Canada as in Illinois. But it suffices those who love Chicago best to think that in the preparation she has made for the Exposition in 1893 she has recognized the fact that Chicago is to be only one exhibit, and that the aim of the Exposition is to reveal the progress of the United States first, and of the world afterwards.

Chicago's financial part in the preparation for the Exposition should be clear to every one, as it is a matter of public record; but the people of that city assert that they are misunderstood and misrepresented. All the citizens appear to be agreed upon one explanation of the situation, and it is a very simple story. At the outset 28,000 persons subscribed \$6,000,000. This was to be collected in instalments. Conditionally upon \$3,000,000 being collected, the Illinois Legislature authorized the city to issue bonds for a further contribution of \$5,000,000 to the enterprise. The \$6,000,000 that were subscribed and the additional \$5,000,000 from the municipality constitute \$11,000,000, or \$1,000,000 more than the city agreed to put up.

Now as to the national participation in the enterprise. The Government appropriation of \$1,500,000 has not been touched by the local corporation. It has no more to do with this money than it has with whatever sum Connecticut or Indiana may set apart for defraying the cost of their individual State exhibits. The Federal Government appropriation is being used to meet the expenses of the National Commission and for the construction of

the Government buildings. But there will be made upon Congress a demand for a loan of \$5,000,000, to be secured to the nation out of the gate receipts of the Exposition. It is asserted that the necessity for this sum was brought about by the National Commission, which so enlarged the classification lists of exhibits as to greatly widen the projected scope of the Exposition, and to make \$10,000,000 inadequate for the purpose. This National Commission is a supervisory body, representing all the States and the country at large, and placed over the local corporation in authority. The National Commission recognizes its responsibility, and co-operates with the local corporation in asking for this loan. The request, therefore, comes to the Government from its own representatives.*

* Since this was written Congress, in the summer of 1892, appropriated \$2,500,000 as an outright gift, for the expenses of the undertaking, with liberal extra provisions for specific purposes named in the bill.

CHAPTER XI

EXPLOITING THE FAIR

AT the beginning of the work on our World's Columbian Exposition it was resolved to organize a department like unto which there had been nothing in any other similar undertaking. That was what is called the Department of Publicity and Promotion. It has been in operation nearly two years, and has proved to possess a value not ever to be estimated yet known to be very great, because it has absolutely fed the press of the whole world with interesting news of the coming Exposition. It has put this news in the hands of editors too lazy to have gotten it otherwise, editors too poor to have purchased it, editors neither lazy nor poor who could not have gathered nor presented it so attractively; but, better than all, it has been first in procuring it, so that every one, even the most enterprising, has been glad to get and use it.

An interesting thing about the Department of Publicity and Promotion is that it is itself conducted as if its rooms formed a great newspaper office. Major Handy, the chief, is the editor and guide as to the policy to be pursued in the gathering and treatment of that flood of news which so great an exposition creates as surely as a fire creates a current of air. His assistant,

Mr. R. E. A. Dorr, was, until August, 1892, the managing editor in charge of the supervision of details. Others subordinate to Major Handy are a city editor, heading a staff of reporters; an exchange editor, reading all the newspapers for what has been published about the Fair, and a corps of translators making the news legible to foreigners. The rooms of the department, in the Rand & McNally Building in Chicago, where all the World's Fair offices are, present scenes that recall a modern city newspaper office. There the editors sit receiving the public and issuing orders. There is the reporters' room, full of desks and crowded with busy writers; and there is even a mailing-room for the wrapping and addressing of the printed sheets of news.

The department was established in December, 1890, by the appointment of its chief. Major Moses P. Handy is widely known. As a journalist his editorial work in Philadelphia and New York gained him fame for his enterprise and successes. As President of the Clover Club of Philadelphia for many years, and as a brilliant after-dinner speaker and entertainer he extended his fame beyond this hemisphere. There was nothing but the name of the department in the files of either the National Commission or the directory of the Exposition to indicate its duties or what results it was expected to produce. With the sanction of the Director-general, Major Handy at once took the position that the department must reach to every corner of the earth. About the first work done by it was the sending of a circular to every daily and weekly newspaper in the United States and Canada telling of the creation of the department, that it proposed to issue a weekly budget of news about the making of the Fair, and that it would



MACMONNIES FOUNTAIN

send this budget without cost to such papers as might desire it. The only return asked was that a copy of every paper containing anything about the Exposition should be mailed to the department. About 10,000 publications responded, requesting that the weekly newsletter be sent to them. The promptness and great number of these requests necessitated the formation of such an organization as is hinted at above.

Having established relations with the newspapers of the United States and Canada, a similar plan was followed with those of foreign countries. A newspaper writer of ability, who had French and English at his command, was employed to write a weekly letter in those languages; another for the German letter; another for Portuguese; and occasional letters were also prepared in Italian, Russian, Turkish, and Dutch. Including the letters in these foreign languages, the list of papers which weekly received the Exposition budget soon outnumbered 17,000. The work of exploiting the Exposition may be said to have been divided under three headings: first, to let the world know where and what Chicago is, its greatness as a city, and its accessibility; second, to make thoroughly understood the plan and scope of the Exposition, and the great opportunities it would offer any one in almost any part of the world to show his wares to the peoples of the other parts. In other words, the second stage was to secure exhibits. These two lines of labor may now be considered closed. The work has been finished, and in such a manner that there is now no place so remote that its people do not know all that it was aimed to make clear and attractive to them. The third stage of the advertising will be for gate receipts, and will include al-

most every kind of advertising known to the theatrical or show business.

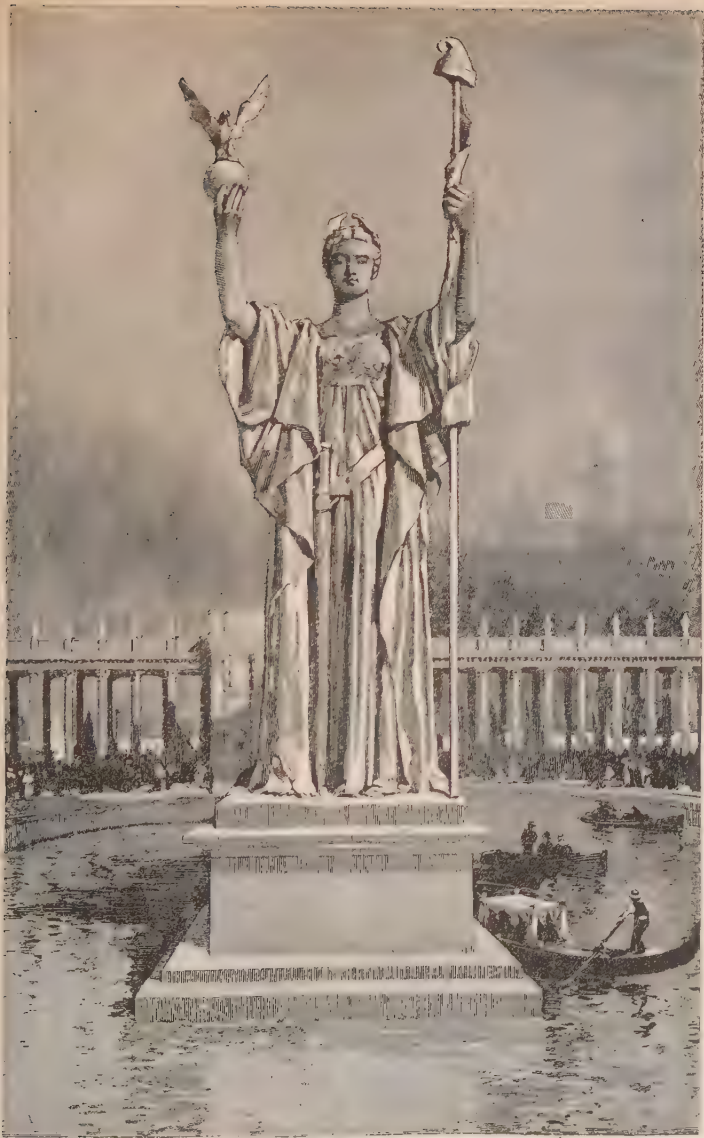
In addition to the newspaper work, it was deemed of importance to interest as many persons of influence in their communities as possible, and the interest and co-operation of foreigners were considered most important. To secure the names and addresses of foreign merchants and manufacturers whose businesses were large enough to warrant their becoming exhibitors, if the Exposition could interest them to that extent, an autograph letter was sent to every diplomatic and consular representative of the United States, asking for a list of the names of such persons in his district. The keen interest shown by America's representatives abroad resulted in a foreign mail list such as had probably never been equalled in this or any other country. The names of more than 12,000 leading merchants and manufacturers were secured in this way. Every week for several months a circular or letter, printed in the language of the person for whom it was intended, was sent to these persons. The interest that was at once awakened was shown in the receipt of as many as forty or fifty foreign letters a day. It was found necessary to comply with the request of thousands of individuals who asked to be supplied with the World's Fair literature. Several State Legislatures instructed their clerks to request that this matter be sent to the home addresses of members. High officials of the Farmers' Alliance sent long lists of officers in all parts of the country whom they wished kept informed of what was done here. More than 400 libraries asked for the literature for display in their reading-rooms and for final preservation. To enumerate all the classes into which this mail-list, now embracing

about 70,000 names, is divided would be to mention almost every line of industry in the world.

While organizing the other systems, Major Handy also covered the essential point of determining what became of the matter sent to the newspapers. To do this, what would be called in a newspaper office "an exchange editor's room" was established, and arrangements were made for securing excerpts from clipping agencies in London, Paris, Berlin, New York, and Chicago. The several thousands of publications received in the department were also carefully read for matter relating to the Exposition. Scrap-books were made for every State and Territory in the Union, and for every country on the face of the globe. After the clippings are read and assorted in the exchange editor's division, they are pasted in the various books. These clippings are so numerous that before the organization of the scrap-book division there was an accumulation of more than 60,000 of them; and they are still received in such large quantities that the division is apt to be kept 30,000 clippings behind its work. When these clippings are examined, careful tally is kept of the number of words each month's batch contains, and of the proportion thereof that was sent out by the department. The monthly report of the department for May shows that these clippings contain 5,314,000 words, of which 2,202,150 words were matter furnished by the department. The Department of Publicity and Promotion also does the translation for the entire Exposition.

In time it became clear that the demand for pictures must be met. Many persons would not believe the news reports until they saw copies of photographs of the actual work under way. The architects' plans for build-

ings were photographed, and a large quantity of prints of them was sent all over the world. When it was decided to issue a colored picture, showing a bird's-eye view of all the grounds and buildings, a competition between the leading lithographers of the country was called, the rivalry being more with regard to the beauty and accuracy of the design than to the cost of the product. The water-color painted by Mr. Charles Graham was accepted and adopted as the official picture of the Exposition. This picture has literally been sent to every part of the world. There is scarcely a town in the United States, in Canada, or South America, of 1500 population or more, but has this picture conspicuously displayed. In a published interview a traveller just returned from the far East told of having seen one of these pictures in a native village on the edge of the Saharan Desert. Another traveller from South America and several from the Orient have made similar reports, showing the wonderful effectiveness of the methods adopted for this distribution. About 100,000 copies of this picture have been sent out, together with the newspaper cuts, which are being printed wherever newspapers are published, and which have made the artistic triumphs of the Exposition architects familiar to nearly every one. Every week at least 40,000 separate envelopes are sent out from the mailing-room, and each envelope requires at least a cent stamp. The work of folding, enclosing, and stamping these packages is all done in the mailing division, where also the addresses are put on the envelopes by mailing machines similar to those in use in the largest newspaper offices. Expert help has to be employed here, as in every other branch of the department. There was no time to educate beginners



THE STATUE OF THE REPUBLIC

in an enterprise whose life is so short as this one's must be. The expense of all this has been very great, even though it has been managed very economically, but the money must assuredly prove a paying investment.

CHAPTER XII

BUILDING OUR GREAT FAIR

IT is not true that the grounds of our Columbian Exposition in Jackson Park, Chicago, have for months been more interesting than they will be when the Fair is thrown open to the world. And yet they have presented a fascinating study during all the stages of the preparation for the great display; a scene so peculiar that no public exhibition except the completed Fair can exceed it in interest. To have been there and to have watched the construction of the Exhibition palaces is to have enjoyed a great surprise and an unique pleasure. The 3000 spectators on week-days, and the 10,000 who have paid their quarter-dollars at the gates on Sundays, will alone be able to boast, when they see the Columbian show itself, that they have enjoyed the full spectacle. They will have seen the earliest and most peculiar exhibit—the mode and progress of construction. It will not dwarf the aggregation of exhibits, but it pales every single one or dozen of them.

It is the custom of the persons concerned in the work to refer back to the time when not a spade had been thrust in the surface of the Fair Grounds, as if that were an interesting period; and truly it is wonderful, now, to see the finished avenues and lawns around the great

palaces and the trim-sided lagoons and the orderly beach of Belgian blocks against which the lake's wavelets lick, and to know that here, a year ago, was part jungle, part marsh, and part sandy waste. Of what has been done with the land and water nothing is to me more interesting than the story of the making of the Wooded Island. This island, as all the public must know, is in the main lagoon between the Horticultural Building and the enormous structure for the exploitation of manufactures and liberal arts. It contains sixteen acres, is sparsely wooded, and is designed to be kept rid of all buildings except a superb Japanese temple, and is to be sacred to public comfort. It will be a cool and shady place for visitors to rest upon. One end of it the Japanese will decorate with their peculiar but beautiful flowers and dwarfed trees, and this they have promised to give to Chicago as a lasting memento of their interest in our Exposition. The place was scarcely an island; it was rather a lump of solid sand in a marsh. To-day it is a picturesque islet that any one would vow had been made by Nature and by her slow processes. The banks slope into the clear water of the lagoon in a very naturally ragged way, with sedge-grass and water-weeds and lilies wading out beyond the edges of the water. Little arms of vegetation and of land reach out here and there between tiny coves and bays, and the general effect is so natural and real that it amazes one to hear that it is not so. Yet the fact is that the island as we see it to-day is a work of art—of the art of Frederick Law Olmstead and his partner, the landscape architects. The land was shaped as it is now, and the lilies and grasses and water-plants were put there and made to grow according to a picture or a plan, precisely as the gigantic palaces of

the Exposition were first designed upon paper and then executed by mechanics.

Such perfected bits of the Fair Grounds do not speak for themselves, however. One might walk around and over them and never suspect that there was a story to tell concerning them. It is the buildings that are loudly eloquent of their own histories, and that cause repeated exclamations of wonder and delight from all who see them. While they were at their first stage they were less substantial than most skeletons. They looked like mere cobwebs of timber and iron. Next their sides were latticed with thin wood-work, so that you saw their full dimensions and artistic outlines and proportions, and yet could look right through them as if they were architectural ghosts. To-day some are partially at that stage and partially clothed with the stuff that is to make them all look like palaces of marble or of ivory. They rise on every hand to great heights with graceful arches and picturesque towers and pinnacles, and already reveal bits of storied entablature, groups of statuary, reaches of decorated frieze, and, in short, strong hints of all that is to compose them.

One cannot be among them, and with the architects and artists who are at work upon them, without feeling that one is upon novel ground; that they are realized castles in Spain; that the scene is an artists' festival, and that the entire work is like a materialized dream.

Never in the world's modern history did so many cultivated men in so many allied professions have such scope to give their genius play, and to watch the execution of their designs, with full liberty to alter and improve their work while it progresses. The whole country must feel the beneficent results of this condition.



A. B. ANDREWS, VICE-PRESIDENT
(North Carolina)



H. M. DE YOUNG, VICE-PRESIDENT
(California)

The architects, painters, decorators, sculptors, gardeners, draughtsmen, and engineers who are housed on the grounds, form a great national school of *beaux arts*. They are developing themselves and one another, and the crowds of professional men that are constantly visiting the grounds and studying the work feel themselves lifted to new endeavor, and inspired by the opportunities and triumphs of the rest. Art has never had such a field in this country, nor such an opportunity, nor such liberty. This could only be possible under a man like Mr. D. H. Burnham, the Chief of Construction. A broad and liberal man, cultivated, sympathetic, sensitive, and ambitious, kindly with his fellows, and content to let credit drift whither it belongs, he is perhaps the most remarkable product of the enterprise. In Paris he would have been heroized. In Chicago he is leaned upon.

There are while I am writing, in early July, 1892, about 10,000 men at work in building the Exposition grounds and buildings. Thousands are laborers who are planting trees, making roads, driving piles, and carting and lifting iron and lumber. But there is one great building full of skilled men led by architects and artists. And in other buildings—even in the most out-of-the-way places—one comes upon painters at work upon frescos, artists illuminating plans with gay colors, sculptors creating beautiful statuary and bass-reliefs, and landscape architects supervising the plans for out-door displays of foliage and flowers.

The Forestry Building is now the studio of the sculptors' assistants, who are making gigantic enlargements of sculptured models which are to be used on the great buildings. These skilled workmen are mainly Italians,

though many are French, and a few, very clever ones, are Americans. Here we see a great deal of the work of Mr. Philip Martiny, of New York, who is doing this part of the ornamentation of the Agricultural Building and most of that which is to embellish the Galleries of Fine Arts. The full-relief figures and great medallion busts for that building will be made by Olin Warner, of New York. Carl Bitter is also there at work on the sculptured decoration of the Administration Building, which will display groups at each corner of each pavilion, on two stories, and on each side of the doorways. The figures and bass-reliefs are usually made one-fifth the size they are intended to be, and the after-work of enlarging these is very interesting. The sculptors do this by what is technically called "pointing up." In a word, they take the original figure and determine a number of points upon it as a basis for development. Having put "dividers" upon two points, they keep enlarging third points to the desired distance from the basic points until the figure is the proper size, always beginning from an initial point. Or they make a rough model which assumes the main lines of what they are to produce. This model is usually made of wood built around iron rods and arms, which follow the straight lines of the core of the figure, and serve to keep it strong as with a backbone. They have easily determined the height and width of the statue or figure. The smaller measurements are taken with nails driven in so that their heads are at the right distances from the body. The composition of plaster or staff is then worked upon the figure until it is brought up to these points, and gives the depressions and elevations of the draperies and curves of the subject. It is not necessary to point

out how nice this work must be, or how great is the skill that is required to reproduce, on a scale of five times the original size, all the fine lines and shadings and artistic touches which produce expression in a sculptured face.

Some of the smaller figures, as of animals and birds, are first made with small bits of lath and whittled pieces of wood. Though they are rude before the composition is added and worked into shape, they often look very droll, and are frequently strikingly realistic models, like the object to be represented, and yet with angular, unusual lines such as cause us to know that the sheep is to be a sheep, for instance, and yet that it is a sheep outlined as we never saw one before. Some of the giant figures are done in actual staff, where only single figures are wanted and no copies are to be made. The workmen perform their tasks in such cases under the close supervision of the sculptors. Where there are to be duplicates only one is made, and that is of plaster. From that a mould will be taken. Gelatine moulds are in use at the Fair Grounds, made largely of glue, and retaining their softness and elasticity, so that when a cast is torn from them their parts yield and pull about and yet return to their original form. This material gives the sculptor a great deal of freedom in his work, and this is preserved in the castings. It is the only process which permits what is called "undercutting," so that the turn or underside of a device, like the lip of a flower or the undercurl of a leaf, may be made with the certainty that it will reproduce finely.

A visit to the Forestry Building shows the workmen at every branch of their operations, and often looking like pygmies as they move among the battalions of gi-

gantic white figures that they have created. Still more like dwarfs do those look who are at work upon the colossal bass-reliefs which will ornament the arches over some of the palace entrances. Half a dozen men may be perched upon one figure of a woman; one on her shoulder, another on her knees, others working upon her extended arms. Forty or fifty of these sculptors have been busy all summer.

The headquarters of the Landscape Department is in a storage building of its own. Not only has it this place for the storing of plants, but it boasts acres of beautiful flowers in propagating houses and elsewhere. Hundreds of thousands of flowering plants are there in bloom, and there are any quantity of ferns and palms and shrubs, to be used for decorating vases on balustrades and lawns, or planted in pots along the walks on the Wooded Island, and wherever they will be most effective. Hundreds of landscape-gardeners are at work turfing the grass-plots, planting trees and shrubs on the Wooded Island and the embankments, and around the lagoon, the canals, and the Great Basin. In the mean time nature is assisting in the growing of plants and all sorts of marshy grasses with which the men will line the edges of the lagoons to give them a natural appearance. A great many wild flowers are being cultivated for future use, and one can even now foresee their value, because spots which were sand-banks not long ago are now abloom with the tropical luxury of the most magnificent landscapes. It may not have occurred to all who read this that architecture, floriculture, and landscape-gardening are cousins to one another, but here the plans of the grounds are elaborated in connection with the plans of the buildings, and the decoration of the surface of the



ground is called the "setting" of the palaces—the jewelry, the finery, the lace-work of the buildings, as it were. Frederick Law Olmstead & Co. have this task to carry out, and their proper title is "landscape architects," a phrase which sounds forced, but is strictly practical and correct. Mr. Olmstead is in Europe, but it is his genius that has inspired the work, and his plans are being carried out with great skill by Mr. Henry Sargent Codman. He has travelled all over the world, studied at the *Académie des Beaux Arts*, and has been trained to the study of architectural forms and the relation between architecture and landscape work. Already his plans have produced the great plots of vivid lawn, which, reaching along whole sides of buildings, throw their white walls into bold relief as if they were cameos in frames of enamel.

The Department of Water and Sewerage is just now a busy one, and constitutes one of those features of the work which are evident now, but will be lost sight of when they are completed. Mr. W. S. McHarg, of Chicago, presides over the department. Under the system of sewerage he has devised, it will all be pumped by ejectors, through pipes to the southerly end of the grounds, into a building containing the great reservoirs and other paraphernalia of sewerage-cleaning works, in which the waste will be all treated chemically so as to rid it of all its impurities, leaving one part in the form of dry cakes and the remainder in the form of water, which will go back into Lake Michigan so pure that it might even be used for drinking purposes. There are more than 600 acres in the grounds, which are something like a mile long and three-quarters of a mile wide at the broadest part. The appointment of these with sewer-

age and water-supply pipes requires miles and miles of tubing. One system of pipes takes all the roof water and drains it into the lagoons and lake. Another series conducts the water from the sidewalks into the main sewerage pipes, so that it may not foul the lagoons. It must be remembered that provision is being made as for a city of 700,000 souls. As 50,000 exhibitors will show their goods at the Fair, and each will require at least two attendants, these alone constitute a daily population of 100,000 souls.

The work of the Electrical Department is not altogether so mole-like and hidden, but it is measurably so. Mr. Frederick Sargent, a very competent electrician, is putting underground all the wiring of the grounds in immense conduits, which carry the power to all points from where it is generated in Machinery Hall. These conduits are eight feet square, or plenty big enough for two or three men to walk in, side by side. Mr. Sargent has charge of all the wiring of all the buildings, for all are to be electrically lighted. The electrical fountains and the fête-night illuminations are to be provided for by him. He also has charge of the installation of all the boiler plants that will supply power for the entire Exposition.

Experts in railroading have charge of the different systems of railroad tracks within the grounds, not only of the permanent system which brings visitors to the park, but of the installation tracks which run about the exteriors of all the buildings, and into those in which very heavy exhibits are to be carried and displayed. These tracks within the buildings will be covered by the floors until after the close of the Exposition, and then uncovered again. In this department comes the system

QUEEN ISABELLA PAVILION



called the Intra-mural Railroad. It is an elevated railroad, averaging twelve or fourteen feet high, and built on posts, so as to give room for the passage of people and vehicles underneath it. It will be several miles long, and will land passengers at every important point and building on the grounds. It is a simple elevated road. It will be connected with the great terminal station, or main depot, in the Fair Grounds, with the south side "alley L road" of the city, and with all the main entrances to the grounds.

Mr. Frank D. Millet, the famous author, artist, and war correspondent, has an important department, under the title of "Director of Color." He is exercising a general supervision over all the color and decorative effects to be produced on and in the buildings and about the grounds. The buildings are all turned over to him bare and naked, except in so far as they possess statues, carvings, or medallions as part of their designs. He must tone or illuminate them inside and out—or, rather, see that this is done. He has charge of the designing and disposition of all the banners, flags, burgees, awnings, and of any and everything that is to give tone and color and spectacular effect to each view the visitors may get of the Fair. He is to turn the Columbian Exposition into a brilliant picture—a vast stage effect. He is to illuminate and glorify it. It is an immense task, but it is in capable hands. Mr. Millet has travelled extensively, and has seen many universal expositions, fairs, great fêtes, and pageants. He will therefore be able to see to it that the artistic element shall not be dropped, subordinated, or forgotten in the tremendous rush of practical work that is going on.

Neither he nor any dozen men can do the work of

this department. Almost any one of the great palaces, one of which has a mile of walls, might occupy a man's time for years. As he can only supervise the whole, it is Mr. Millet's task to gather around him the artists of the country who are competent, and divide among them the actual work of decorating the buildings. To paint the pendentive domes of the biggest building (Manufactures and Liberal Arts) he has invited J. C. Beckwith, Kenyon Cox, C. S. Reinhart, Robert Reid, E. E. Simmons, E. H. Blashfield, Walter Shirlaw, and J. Alden Weir. For other work he has called upon Elihu Vedder and C. C. Coleman. Mr. Vedder is to do some immense paintings of decorative figures for the dome of the Art Building, and Mr. Coleman, it is hoped, will paint some flower panels for the Horticultural Building. Mr. Potter and Mr. P. C. French, the sculptors, are doing a huge quadriga for the Columbus Porticus or water gateway to the grounds, as well as bulls and stallions, led by men, for the pedestals in front of the Agriculture and Manufactures and Liberal Arts buildings. Edward Kemeys, of New York, is on the grounds to do figures of wild animals native to this country, for the pedestals on the bridges. Theodore Baur, of New York, is at work upon the great figures on the Peristyle that are to represent the forty-eight States and Territories. Mr. G. W. Maynard is doing the decorations of the colonnades, porticos, and dome of the building for Agriculture. Mr. W. L. Dodge is painting the ceiling of the dome of the Administration Building. Already the artistic side of the great show has developed a most interesting collection of studios and of painters and sculptors at work, but there will be a host of such before early winter. And others are at work elsewhere. Wal-



THE GERMAN GOVERNMENT BUILDING

ter McEwen and Garri Melchers are engaged in their studios in Paris, creating immense wall panels filled with figures for the decoration of the corner pavilions of the Palace of Manufactures and Liberal Arts.

A busy hive is the Construction Headquarters—a building 400 feet long and 200 feet wide, which has been designed solely as a workshop for the professional men and headquarters for all. It contains all the offices of the chief of construction and of all the departments under him, as well as an engine-house and dormitories for the guards and firemen. The entire second floor is taken up by men at work on building plans for the buildings of all sizes, the sewerage, and the engineering works. An immense force of map-makers is keeping up the necessary charts and maps—maps of every pipe, every wire, every roadway, every hydrant and lamp and railroad track. The labor of forty men is required on this branch of the work. They make fifty copies, by the heliograph process, of every completed drawing, and these are delivered to the various contractors for the differing kinds of work.

The stages through which the plans of every one of the buildings pass are interesting. The architects' original design may be a mere sketch in which, though every part is indicated, not nearly all the parts are completed. Yet all that is left for the draughtsman is to elaborate it on the lines laid down. Thus is produced the first picture of a building as it will look. Then the engineers and others take the drawing and plans and calculate the strains and weights on the floors and foundations, as well as the strength of the materials that are to be used. Thus the different departments produce a complete set of drawings—often great in number—from

which the actual building is projected. On the Fair Grounds a force of at least 150 men is thus employed, and the rooms are filled with the plans that they have accumulated. These are so fine, and executed with such regard for detail, that every stick, rod, and beam—I had almost said every nail—is shown in certain ones among each set. One truss of the greatest truss roof the world ever saw—that of the Manufactures and Liberal Arts Building—required drawings comprising eighty great sheets, drawings so exact that in them every plate, nut, and bolt was drawn in its exact shape and at the exact distances apart, so that the contractors knew precisely where to bore every hole in the iron-work.

It has been interesting, almost fascinating, to be upon the grounds, and to observe how closely the buildings, in their progress towards completion, resemble the various plans that have been drawn for them. There is a time, before the staff is put upon the framework to make the edifices look substantial, when the great piles look, as I have said, like houses of lattice-work. But the most surprising thing is to know that not only all the joists and beams, but the infinitude of lattice cross-pieces have all been drawn on the builders' plans, have all been cut out at the electric saw-mills on the grounds to match the pieces in the pictures, and then have been brought to the site by the car-load and dumped there, leaving nothing for the carpenters to do but to nail them in place. Few skilled workmen are employed, in proportion to the number of mere laborers; indeed, nine-tenths of the workmen are mere dollar-and-a-half-a-day folk, whose duty is simply to nail bits of wood in the places shown in the plans, under the supervision of skilled foremen. That is one reason why the constructors have had little

trouble with the labor organizations. If nearly all the men left the grounds to-morrow, their places could be filled by the people seeking work who are forever clamoring at the gates.

The staff which covers up the exteriors of the palaces, transforming them into the counterfeits of solid masonry, which covers up the skeleton posts and seems to convert them into granite and marble, is a material whose liberal use at the Fair has caused it to attract wide attention and to engender much discussion. It is made principally of plaster of Paris and cement and water, and while in the liquid state is put into the moulds that are to give it its required shape, with the addition of some fibre or other—manila or jute or cocoanut, or sometimes a web or bagging. This is embedded in it so that when the mass “sets” or solidifies it all becomes homogeneous, and if a piece were cracked or broken the fractured parts, instead of falling out, would be held in place. There is nothing new about it. It has been long in use all over the world—a great deal in the German cities, and a great deal in South America. Buenos Ayres and many cities in the South are largely built of or finished with it. The dilapidated houses which we see in our own cities, in which pieces of the stucco have fallen away and reveal brick behind the fractures, are called stuccoed, but the stucco is staff. If it is attended to from time to time it can be made to last a long while. On the Fair Grounds it is first painted with oil to make it withstand the elements, and to cause it to require less paint. Then it is painted so that it will resemble any building material and present any color that is desired.

CHAPTER XIII

A REALIZED DREAM—THE GRAND COURT

THE Grand Court, or *Cour d'Honneur*, of our Exposition is at one side of the main group of buildings, and yet has many of them abutting upon it. Most visitors will see it first, for the water entrance is at its foot, where the great landing-pier projects into the lake, and the railroad terminal station is at its head. These immense and magnificent places of entrance and exit are parts of the Grand Court, and are designed to conform to its other features in architectural proportions and finish. There are many entrances to the Exposition Grounds between Fifty-fifth and Sixty-seventh streets, but the tracks over which the great railroads that enter Chicago will reach the Fair will turn into the grounds at this Grand Court of Honor. These will be sufficient in number for the arrival of trains every two minutes, if not oftener. I will therefore begin a description of this crown-piece of the great display by explaining what the railroad terminal station is to be.

But, first, the reader should glance at the diagram of the Grand Court. It has a great basin of clear, emerald-tinted water for its central feature, a beautiful pool edged with what appears to be granite, bordered with grassy terraces and flowers and paths, and yet reflecting upon



D. H. BURNHAM, CHIEF OF CONSTRUCTION

its surface the huge and splendid palaces which face it. On one side is the Machinery Building and that for Agriculture; on the other side are the Mining and Electrical buildings and the colossal palace for Manufactures and Liberal Arts, the most gigantic building the world ever saw.

The terminal station at the head of the Grand Court is within the grounds, and is controlled by the directors of the Exposition. There never has been a world's fair into which the people have been brought directly. They have usually been landed near the enclosure and allowed to drift in. Messrs. Frederick Law Olmstead and Henry S. Codman, the landscape architects, introduced this idea after consultation with the Chief of Construction and the various consulting architects. It was part of the landscape architects' work of plotting the entire grounds. Their project was not only to land the visitors within the enclosure, but to do so at such a point that their first view should be the chief and most magnificent one of all; that of the Grand Court, or architectural *pièce de résistance* of the Exposition. Twenty-four or perhaps thirty-two tracks will end at this terminal depot under a train-shed or *perron* 100 feet wide and 672 feet long, placed exactly behind the depot building,

Those who go directly forward will pass through a great vestibule or hall in the centre of the building. It is worth our while to pause a moment here as we shall when the train-load of which we shall be a part is emptied, practically, into this great gathering-place. It is a room 175 feet long and 60 feet wide, and its roof is 80 feet overhead. Great columns and arches appear to divide it in three parts, but, except the columns, the only interruption of the clear space is a pretty kiosk, which

serves as an information bureau. / Peculiar ornaments of this vestibule are twenty-four great clock-faces telling the time of day in as many of the world's capitals. These will be illuminated at night. / The light in the great room comes in at the attic from windows above the walls and higher than the neighboring buildings. / On either end of this vestibule are rooms for public comfort—refreshment and lunch counters and a ladies' parlor at one end; at the other, boot-black stands, a barber-shop, gentlemen's toilet-room, check-rooms, and a room solely for resting. There will be ample provision for persons with baskets who expect to lunch upon what they bring. A kitchen is near by, and they may have coffee, tea, lemonade, or what they wish.

At either end of this central hall are grand stairways leading to the second floor and to a gallery twenty-five feet wide looking down into the open hall over a beautiful railing. This gallery connects with a large open loggia on the front of the building and facing the jewel-like Administration Building, the gem among the palaces. As the Administration Building is but 262 feet long and the loggia is 700 feet long, the spectator will see beyond either side of the beautiful building, beyond palace after palace, the full length of the Court of Honor to the Columbus Porticus and the blue waves of Lake Michigan, which form a background to that royal arch. Weary men and women, who have travelled about the grounds all day, perhaps, will find settees on this loggia, and may there fix indelibly upon their vision this last grand view of the Fair.

To vouchsafe and to multiply the means for public comfort has been the unending thought of the builders of the Fair. In this they have had a selfish purpose,

though the result will be delightful to all visitors. To give conveniences for resting to the public, they argue, and to make a visit cost little and yield a great deal will be to keep the majority a day longer than was planned. Thus the visitors will not only come again and spend another half-dollar at the gates, but when they depart it will be to go home and send their friends. That will mean \$7,500,000 gain if the 15,000,000 of visitors who are expected stay another day.

On the second floor of the terminal station is a restaurant in which ladies may dine alone. There is also a gentlemen's smoking-room and an office where railroad-tickets and parlor-car berths may be engaged. On the third floor are offices of the railroad officials, Custom-house inspectors, and other persons connected with the work of transportation. Possibly the roof will be converted into a great garden. It is calculated that 50,000 persons can gather in the building at one time. But we must fancy the people pouring in and through and out of it.

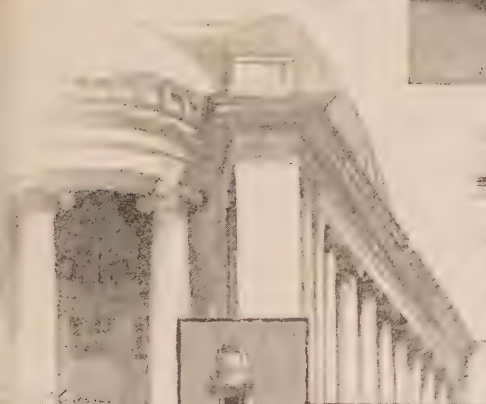
About 400 feet in front of it is the Administration Building, the most ornate of the main buildings, and of the Grand Court. It is the work of that masterly artist, Mr. Richard M. Hunt, of New York. It dominates as well as illuminates the court as a jewel upon a brooch masters the entire ornament. Its great golden dome is thrust far on high, and it will seem like a sultan's fancy to those who see it from the opposite end of the court, standing alone at the end of the grand avenue of palaces. All around it, at its open sides, will be great objects typical of the uses of the buildings whose sides adorn the court—locomotives set high in air on pedestals of apparently solid masonry; a huge dynamo near

the Electrical Building, a powerful ore-crusher or some compact engine that will silhouette well against the sky to typify the purpose of the Mining Building. Here will also be several huge masts from the primeval forests of Washington, 125 feet high, gaudy in color, and flinging banners against the sky. The crowd will pass through the Administration Building, whose main arches lead into an octagonal rotunda under a dome comparable only with that of the Pantheon—a dome brilliant with color and decoration and lighted by a great eye or opening at the top. There will be nothing for the crowds to do here except to pass through this elaborately decorated rotunda over its mosaic pavement, but those who have business there will find the Administration offices in the wings or pavilions at each corner of the edifice. These appear small in the pictures, but are in reality broad four-story office buildings. A noble interior gallery, on a level with the roofs of these pavilions, lords it over the scene, giving a view of the multitude passing through the rotunda and another upward at the bands of color, the pictured panels, and the sculptured figures of the dome.

Once beyond this building, the visitor confronts the foot of the Great Basin, where stands the magnificent McMonnies Fountain, one of the most ambitious of the smaller ornaments of the grounds. On either side of it ~~are~~ beautiful electrical fountains, which at night toss up masses of illuminated water colored in various hues—masses fifty feet in diameter, which rise twenty-five or thirty feet high, and are designed to give the electricians a chance to show the utmost that they can do in performing the princely nineteenth century trick of glorifying water with color, and transforming it into the sem-



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no. 8 of the "Circular, Bulletin of"



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blance of precious gems. / Their work is all to be done in chambers below ground and with reflectors. A man hidden somewhere in a conning tower will play the keys that manipulate the colors, and an artist will watch and compose the effects on fête nights.

A few words about the electrical illuminations, such as will be seen on every fête night, will but do the subject the scantest justice. Fancy yourself a visitor looking on at the tumultuous waters of the fountains somersaulting like explosions of amethysts or pearls or emeralds, turquoises or sapphires. The Great Basin is before you, timidly reflecting the stars and showing the slanting beams of the electric lights in the buildings and on the grounds. Suddenly, close to the water-line, a row of electric lights bursts forth all along the edge of the basin just above the water. It will seem a double line of jets of fire, because each light will be reflected in the crystal pool. Then, a few feet higher, on the first terrace or on posts above it, will spring forth another line of brilliant lamps again outlining the basin. Then lights will begin to spring into bright view against the sky. A corner of a great palace will be outlined in jets of light, or a splendid arch or its supporting columns. If you happen to be looking towards the Administration Building you will see its outlines transformed into white beads of electric flame. First the rounding side of a dome, then the whole crown, then the pinnacles, the pavilion roofs, the angles, until at last the beautiful structure will be all outlined in fire. But wherever the eye turns the same luminous pencilling will greet it. At last the main lines of all the huge buildings will be tipped with the sparkle of a myriad diamonds. The rows and lines and arches of lights will creep into being

like sparks running along a dead cedar-bush until, finally, the entire splendid Court of Honor will look as its picture would if such a picture were dotted with pinholes and held before a brilliant lamp.

The search-light, used with such wonderful effect on men-of-war and on the steamers on our Southern rivers, will here get its glorification, and will add other charms and another marvel to the Grand Court. The most powerful search-lights that can be obtained will be used. They will create sudden daylight after dark. One upon the Administration Building, for instance, will in an instant lift the McMonnies Fountain or the great statue of the Republic out of the nightlights into the full splendor of broad noon, keeping it as if ablaze before the observers, like a bit of ivory on black velvet. Other lights will glorify other objects. Bits of daylight will pluck the gems of the court out of the grasp of night and bathe them in mid-day splendor/

In the daytime both sides of the Grand Court will be seen to be bordered with sunken lawns of fine grass having bevelled sides. These will be carefully maintained, and will be dotted with statues, vases, small jets of water, and other ornaments. Above this sunken terrace, eight feet higher, will be another long, wide ribbon of lawn. Palatial stairs, 150 feet wide, are to lead gently up to the buildings which abut on the great court, and which offer a series of long sheltered colonnades open for promenaders. These loggias extend all around the great Manufactures Building, and here will be found the restaurants of many nationalities, having chairs and tables spread upon the promenade, as is done on the sidewalks of the Parisian boulevards. Food, drink, flowers, and the grand views of the lake and Exposition Grounds



THE ADMINISTRATION BUILDING

can here be enjoyed at ease not only by customers of the restaurants, but by all, and without cost.

The Great Basin mingles its waters with those of a canal that reaches out on either side. The arms of the canal, where they leave the Great Basin, are crossed by bridges sixty feet wide, of great beauty and of massive design. The heavy balustrade which edges the entire terrace is carried over the bridges, and on abutments on either end of the bridges are tremendous rostral columns—a form of ornament familiar to ancient Rome, but not before seen in this country. These rostral columns stood about in the city of the Cæsars to commemorate the victories of each succeeding emperor. Here, at the Columbian Fair, they will be sixty feet in height, upon massive pedestals. On each capital will stand a heroic figure of Neptune, and projecting from opposite sides of the columns will be sculptured prows or beaks of Roman war barges. On the opposite faces and on the pedestals will be naval trophies, coats of arms, and mottoes glorifying Columbus's daring, the whole structure resting, in each case, upon successive flights of steps in a noble manner. There are six of these rostral columns, and they are disposed like outriders or heralds to accentuate and emphasize the effect of the great buildings.

Gaudy covered ways of bright awnings will fill the spaces between the bridges and the loggias or colonnades of the palaces, so that the entire way around the Grand Court may be made in the shade during hot weather. Banners waving from great masts, a flutter of gay bunting on all the buildings, electric launches darting, gondolas loafing, banks of shrubs and flowers, heroic statues in every view, vases on pedestals, boxes of tropical trees, and, above all, the giant palaces and the mul-

titudes of pleasure seekers—these are the objects which will render a view of the Court memorable.

At the head of the Great Basin, where the grand statue of the Republic stands like a sculptured island of marble, is a vast open space raised above the low terraces, where thousands may congregate and look down upon and along the Court. But to do this they must turn their backs upon the Peristyle and the Columbus Porticus, which many of the artists who have studied the plans regard as one of the most impressive and artistic triumphs of the Exposition, as it is certainly one of the happiest adaptations of a Roman motive. Like the greater part of all that enters into this description of the Grand Court, this is a new topic not before treated for the public.

Mr. Augustus St. Gaudens, who had been called in to advise with regard to the purely sculptural and artistic features of the Fair, suggested as a finish to the end of the Court a row of isolated standing columns. These were to be fifty feet high, surmounted by statues, and, being thirteen in number, were to typify the thirteen original States, but since then the whole work upon the Fair has developed new plans and new proportions, and Mr. Charles B. Atwood, of New York, has been appointed Designer-in-Chief to supervise the great work. In the light of the general development the original scheme seemed meagre. Mr. Atwood felt that more noble treatment was demanded at this point. There was a necessity for a music-hall for Mr. Theodore Thomas, for which no adequate site had been chosen. It occurred to Mr. Atwood and the consulting architects that the Music-hall, the Casino, and the needed water approach could be combined by putting a great arch in the middle

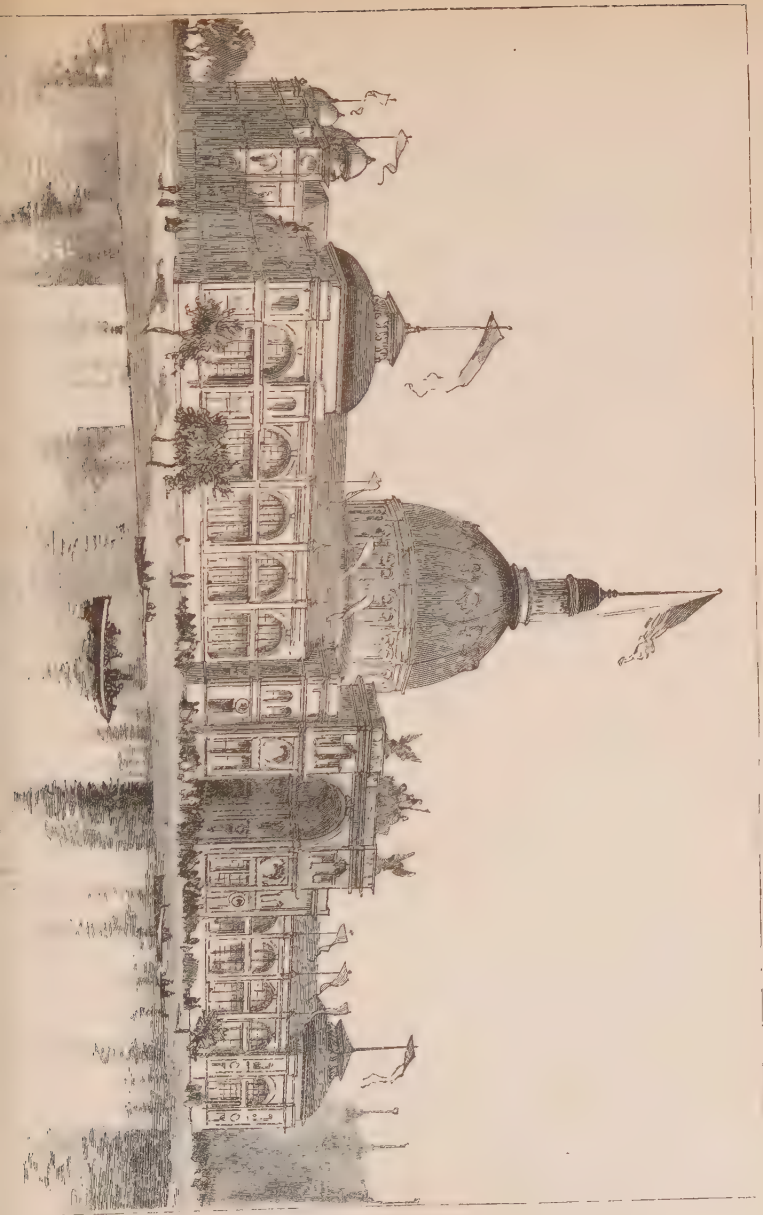
and the buildings on either side./ It naturally next occurred to their minds to connect these structures with a noble colonnade or peristyle. Next, it was seen best to adopt the architectural proportions which prevailed on the sides of the Court; indeed, it should be said here that at the outset all the architects agreed to adopt a proportion of sixty feet of height, fifty being the column height, and ten that of the entablature. Thus was to be kept equal and even, and in perfect accord, the top of the line of solid masonry around the Grand Court. It is so to-day. Above that sixty-foot level creep the statues, poles, towers, rails, and the rest of the ornamentation of the palaces.

The result of this effort for harmony is what is called the Peristyle—the completion of the Grand Court on the Lake Michigan end. On the north end of the Peristyle is the Music-hall and on the other the Casino. The Columbus Porticus, or majestic water-entrance to the Exposition, is in the centre of the Peristyle, which connects the two buildings. Although both the buildings on the ends of this finishing feature are in full view, the especial charm of it is in the open Peristyle, through which is seen the blue horizon of the lake. And though the Grand Court is thus enclosed by a serious architectural feature and all its sides are completed, yet here, through the columns of the Peristyle, the beautiful and majestic lake still counts as part of the general composition. The Peristyle shows forty-eight columns, twenty-four on either side. These correspond with the number of States and Territories, and each carries, above the balustrade of the work, a typical figure about fourteen feet high. On the frieze above the columns and below the figures will be the coats of arms of the different States

and the name of each. The whole majestic composition is 850 feet long, the buildings being 140 feet long and the Colonnade or Peristyle reaching 234 feet from each building to meet at the Columbus Porticus, which is 102 feet wide.

This immense arched water-gate is to be surmounted by a quadriga or sculptured group representing a female herald in a chariot drawn by four horses, each pair led by a male youth, the figures being completed by a pair of mounted outriders in the rear. At the base of the Porticus on either side of the arch will be groups indicating the Genius of Navigation and Discovery, with supporting figures for each on a richly decorated projecting prow of a vessel. The two buildings at the ends of the great yet superbly graceful Colonnade are the Casino and the Music-hall. Each of these structures, harmonizing perfectly with the palaces of the Grand Court, is 140 feet wide by 246 feet long.

✓ The Music-hall is intended, primarily, to give a place for those musical entertainments which Theodore Thomas will conduct. The first floor of the hall will seat 2500 persons in the audience section, facing the slanting platform for the chorus, which will take the place of a stage. Five hundred persons can be seated in this chorus space, which is called "the hemicycle" on account of its rounded, horseshoe shape, and which is constructed like a huge shell or sounding-board. Between the hemicycle and the audience space is a great place for the orchestra. On this ground-floor are all the offices, dressing-rooms for tenors, prima donne, and chorus, and all the other adjuncts of a theatre or concert-hall. The hall will be beautifully decorated with figures and



richly colored. On the second floor are the balcony or gallery of the hall and its two great organs. There is also a rehearsal-room of large dimensions, and a suite of private rooms for the comfort of the directors of the Exposition and their specially invited guests.

The Casino is similar to the Music-hall in external appearance, but its ground-floor is all open and intended for public comfort. All sorts of concessions will be granted to persons to sell newspapers, flowers, beverages, and whatever, but in the main it will be a great resting-room open to the lake and the Grand Court, and breezy and cool. An open court is carried up through the second floor, and here there is a large restaurant with dining-halls at either end and private dining-rooms in between, on the sides of the Court. Music, beer, and sandwiches will be among the light attractions to this place.

The so-called Casino Pier ends this aggregation of beautiful works. It is an enormous wharf, 250 feet wide and extending 2400 feet into the lake. Its sides will be railed in and set with turnstiles, through which all visitors coming by steamboats must pass. The famous movable sidewalk will be operated on this pier. It is so arranged that travellers may walk upon a slow-moving section, or ride upon a faster one. The seats slide along under its roof so as to suggest to a passenger the thought that he is in a long railroad coach which stands still while the seats run along through it. This sidewalk or railroad is constructed with a loop at either end, so that it is continuous. The cars are four feet higher than the footwalks on the pier and passengers are able to enjoy the view over the heads of the others. At the outer or

lake end of the pier is a great building to be used as a refectory or restaurant, where the crowd, to the number of 5000 or 6000, may eat and drink in the breezes while enjoying the lake view of the **Exposition.**

CHAPTER XIV

WOMAN'S TRIUMPH AT THE FAIR

IN everything "look for the woman;" yet not in everything; not in the work of preparing the Columbian Exposition, for instance. She is so active and conspicuous in that as to make looking for her an absurdity. A section of the act of Congress creating the World's Columbian Commission required that body to appoint a Board of Lady Managers, and this was done by appointing two ladies from each State and Territory and the District of Columbia, eight lady managers at large, and nine others from Chicago. Out of this apparently simple operation has grown what we shall see; and if it does not strike the reader as a singular thing to have credited only eight of the ladies with being "at large," when he finds how universal and ubiquitous they all have become, it must be that the reader is inattentive to this text.

"There has been a great deal of unfavorable comment upon the ridiculous title 'Lady Managers' for our Board of Commissioners," said one of the women, "and the criticism is just, but the fault is with the framers of the World's Fair bill and not with the women. The title Congress gave us conveys the impression that we are a useless ornament—idle women of fashion; whereas our

board comprises as many workers, as much representation of the active industries of the country, as if it were composed of men. There are doctors, lawyers, real estate agents, journalists, editors, merchants, two cotton planters, teachers, artists, farmers, and 'a cattle queen' among them. I beg you to make this statement, because it has been most unfairly urged that earnest and industrious women have no representation on our board."

Mrs. Potter Palmer, of Chicago, now celebrated for her tact and great executive ability, is President of the Board of Lady Managers, and Miss Phœbe Cozzens, of St. Louis, is Secretary. However, they are but two of womankind, and it shall be seen that apparently nearly all the women in nearly every part of the land are enthusiastic in the performance of the task they have set for the sex—that of filling the Woman's Building with an exhibit at once surprising, varied, and calculated to give the better sex all the credit for all that it has accomplished with its brains and hands and hearts.

The Woman's Building was itself designed by a woman, and, beyond the manual labor of the builders, nothing about it now or when it shall be opened to the public reflects credit upon the sterner sex. Fourteen women architects, not one of them above twenty-five years of age, and the majority hailing from the South and West, submitted designs for the structure to the scrutiny of the Board of Architects of the Exposition, and Miss Sophia G. Hayden, of Boston, had hers accepted. The choice of the masculine architects is not concurred in by all the women interested in the woman's department by any means. As for the architects themselves, one said to me, "Its fault is one which makes it especially suitable for the purposes for which it is to be used—it is



chaste and timid." To my lay eyes it is far more creditable as a work of art than the more pretentious Government Building, and than many of the buildings put up as headquarters by and for the various States.

The Woman's Building is 388 feet long and 199 feet wide, with a floor space of about three and one-third acres. Though it was the first of the great palaces to take shape upon the grounds, and long ago seemed finished, the fact is that it is to boast a roof garden, with beautiful palms and a fountain, all enclosed by the heavy open railing which completes and crowns the walls. Miss Enid Yandall, of Louisville, of whom it is said that she is "conspicuous socially," modelled the caryatides which support the roof railing. Miss Alice Rideout, of San Francisco, is the sculptress who, in competition, won the contract to decorate the attic cornice. Another sculptress, the same whose statue in butter at the Philadelphia Centennial Exposition was much talked of, will be recalled to mind by a statue in marble happily completed before her death, which recently took place in Italy. A great deal of the interior decoration of the building, much of which will be carved work, is being, or will be, done by women. There is a pretty rivalry among the States in this regard. Of course it is understood that there is a commission of women at work in every State, and that there are auxiliary committees of these State boards in almost every county of almost every State. Panels are being carved by women all over the country, and certain rooms in the building are to be not only decorated, but finished, as to their interior wood-work, by the women of certain States whose boards have applied for the coveted privilege.

This work will be made typical or characteristic of

each commonwealth which engages in it, either by the use of materials for which the State is noted, or by the designs for the decorative effects. California, for instance, will wall and ceil a room with red-wood ornamented by women. The women of New York will finish the library, one of the largest and finest of the rooms. In Cincinnati about one hundred of the most prominent women have united to complete another room. West Virginia, Indiana, and other States are rivals at this gracious task, and many of the workers are quite mysterious about what they intend to do. It is known, however, that Tennessee will wainscot the great main vestibule in marble from her quarries. All over the land the women, even including some Indian wives and daughters, are employed in the making of beautiful hangings, some of them richly embroidered, for the doors and windows.

There was a woman's department or branch at the New Orleans Cotton Centennial, and women were actively concerned in the last Universal Exposition at Paris, but there is no precedent for the conspicuousness and prerogatives of womankind at this next great Fair. I think there never was a building set apart at a world's exposition for the display of woman's work exclusively, and James Dredge, member of the Royal Commission for Great Britain and Ireland at the Chicago Exposition, says so positively in a report of his lecture on our Fair in London. The women commissioners boast that they are the first feminine officials ever commissioned by Congress. They treasure formidable parchment commissions—of which all women should be as proud as they. They encountered a serious obstacle at the threshold of their work. The sis-

terhood of artists, artisans, and wage-earners generally included many women who objected to the display of woman's work except in contrast and competition with the best that men have accomplished in the same lines. But it was early seen that the women will at Chicago enjoy a double opportunity to display their achievements. They may exhibit with the general army of contestants in all the other departments. Moreover, the women are, by act of Congress, represented by persons of their own sex on every jury of award which is to judge of exhibits that are the work of women, in whole or in part. The feminine exhibitors will not only have the right to a twofold display of their work, but they will be urged to embrace it, for the commission will strive to get something equally good from every woman who shows anything in any other department of the Fair. It is not yet decided whether the exhibit in the Woman's Building will be competitive within itself or not.

The collection in the Woman's Building will be exceedingly interesting, and, in part, unique. The presentation in the Gallery of Honor is looked forward to with delight and impatience. This Gallery of Honor is the central hall of the building, and runs almost its entire length. In the rooms opening into it, with a display that will partly parallel and partly augment Professor Putnam's ethnological collection, the women will show that their sex included the inventors and first producers of what was necessary as well as what was beautiful, and that men only took up their work when it became profitable as merchandise. Here will be exposed to view the most elementary products saved from the rudest times and peoples but made by women--articles of pottery, clothing, and decorative work. The Indian wom-

en of New Mexico will provide the gorgeous hangings which will form the background to this display.

In the central hall itself will be made manifest the high development of all the arts which women began so rudely and have followed to so rich a fruition. The most beautiful and the most advanced work and skill of woman will be exhibited in tapestry, laces, statuary, and paintings. There will be reproductions of the historic works of women which have influenced the times in which they lived—such as Elizabeth Thompson's first true study of the horse in motion; such as the extraordinary book compiled by the Abbess Herrard in the twelfth century, which was an epitome of nearly all the knowledge of that date; and such as the famous tapestries of Matilda of Flanders, which have been accepted as the best pictorial representation of the manners, costumes, arms, and accoutrements of her time. Thus will be illustrated, as never before, the history of woman's work in all ages.

The lady managers have many other aims besides the completion of this historical aggregation. They mean to emphasize the part the sex has taken and is taking in philanthropy. They will gather statistics and records from every society for the increase of the happiness of women. This subject has already been found to be full of surprises, such as the discovery that there are schools for the technical training of woman in Italy, and most interesting and astonishing news of women's prerogatives and progress in Sweden. With nearly all notable works or records it is hoped to give portraits of the women concerned, so that there will be a grand collection of the counterfeit presentments of distinguished and worthy women.



If their plans do not fail, the very doors of the building, at the main entrance, will begin the record of woman's triumphs, for they will be fac-similes of the famous bronze doors of the Strasburg Cathedral. These were made by Sabina von Steinbach, the talented lieutenant of the architect, to whose work is ascribed the power of having influenced in a beautiful way the character of later architecture. The doors are to be copied in papier-maché, by some woman selected either by the German commission or the national woman's board.

There will be maintained in the building a fully equipped hospital, with physicians and trained nurses in attendance—not merely an exhibit, but a real working hospital as well. The London Training-school for Nurses will send skilled graduates and all the equipments of a complete modern hospital. An investigation is being prosecuted into all well-attested news and records of all the unusual vocations women have followed or are pursuing to-day, as sea-captains or pilots, locomotive engineers, blacksmiths, and the rest. Especially interesting will be the exhibit from Kane County, Illinois, which is thought to have been the first county in any of our States in which women were appointed as deputies to the elective officers, and performed such duties of the sheriff, the county clerk, the treasurer, and the others, as deputies are commonly intrusted with.

In the library will be gathered all the books which women have written—so far as such a collection is possible. The ladies at Chicago bid the ungallant and unsophisticated part of the masculine public to prepare itself for the discovery that, so far from woman's book-writing being confined to fiction in prose and verse, it includes a large proportion of works on nearly all the

arts and sciences—even embracing three volumes of such literature as might be expected from a young free-thinking woman in France. But, after all, it is not necessary to go as far as the ocean's width for that, since, I have heard, an American newspaper for the promulgation of advanced ideas is now edited by some young women, to whom it descended from their father.

A very interesting and valuable work that is said not to have been attempted before in America is the collection and classification of all the flora of our country. The women of every part of the Union—strongest in numbers in the South and West—are preparing to contribute to this unique display, and especial wonders are expected from Colorado, which is not only rich in floral ornament, but possesses two women who have long been famous for their art in preserving and preparing flowers that never lose their colors or naturalness in the process.

Elsewhere I have told of the showing of fine needlework which will be made by the pupils of a noted school in Athens, of which the Queen of Greece is an enthusiastic patroness. This exhibit may go somewhere else than to the Woman's Building, but there is no lack of titled women who are directly interested in the department under the care of the lady managers. In England one of the Queen's daughters, the Princess Christian, is at the head of the body which is to show the work of British women at the Fair. The Baroness Burdett-Coutts is also a member of that commission. The Queen of the Belgians is at the head of the woman's commission in her own country, and in Germany the commission is directed by a princess of the reigning blood. Lady Aberdeen, who will undertake the management of the Irish village on the Exposition Grounds,



WYOMING STATE BLD'G.



GENERAL VIEW OF THE FAIR

is also preparing an elaborate collection of specimens of the handiwork of Irish women for the woman's department. The Queen of Italy will surpass all the other titled and crowned heads, in graciousness, at least, by exhibiting her very famous private collection of laces. She will also send over the crown laces—a part of the State treasure never yet seen outside of Italy.

There is to be a Children's Home at the Exposition, and its promoters say that then, for the first time at such an exposition, will children's interests receive full representation. The Children's Home is designed to give mothers perfect freedom while visiting the Fair with babies that could not be left at home. The home will be close to the Woman's Building. There will be made clear the best ideas upon sanitation, diet, education, and amusements for children. "A series of manikins will be so dressed as to represent the manner of clothing infants in the different countries of the world." The best costumes will be discussed, and so will their sleeping accommodations, with lectures upon the development of the child's mental and moral nature. In one room will be given lectures, illustrated by the stereopticon, about life in foreign countries for the older children. Kindergartners will be the lecturers, and will take the children to see the exhibits from the countries lectured about. These kindergarten teachers will eagerly seize this chance to prove to parents that they can bring happiness to children while the little ones unconsciously imbibe valuable knowledge. There will be a *crèche* in charge of experienced nurses where tender infants may be left. There will be a playground surrounded by booths for the sale of the toys of all nations. There will be a fountain in the playground, with a pool for the

sailing of little boats; but the best playground, it is hoped, will be the great flat roof, all set about with trees and flowers, made gay by birds and butterflies, rendered safe by an enclosing net of wire, and yet free even for kite-flying. Contributions for the execution of these plans are greatly needed by the lady managers, whose treasurer is Mrs. George L. Dunlap, of 328 Dearborn Avenue, Chicago.

The statute creating the Board of Lady Managers gave them wide liberty to "have general charge and management of all interests of women in connection with the Exposition." Mrs. Palmer considered it quite within these bounds to procure for the women who will visit Chicago "good, clean, safe homes at reasonable rates." Mrs. Matilda B. Carse, the financier among the Chicago women, submitted a plan to erect, close to the Fair Grounds, some buildings capable of sheltering 5000 women, whose apartments should contain comfortable beds and toilet conveniences, while refined matrons should be appointed to look after the unprotected girls who might come. The plan was adopted, and a stock company has been formed with shares at \$10 each, and a capital stock of \$150,000. Among the directors are Mrs. Potter Palmer, Mrs. Carse, Mrs. Helen M. Barker, Mrs. Charles Henrotin, Jun., Miss Frances Willard, and Mrs. George L. Dunlap.

CHAPTER XV

THE HISTORY OF MAN AND THE COLUMBUS EXHIBIT

AMONG those whose lives are temporarily given over to the making of the Exposition, it is noticeable that what is called "Professor Putnam's exhibit," is counted upon to prove very remarkable and instructive, as well as interesting in a high degree. The reference is to Professor F. W. Putnam, of Harvard University, who is chief of the department embracing ethnology, archæology, history, cartography, and the Latin-American bureau. No man in America is more competent to undertake this work, and he is bringing enthusiasm to aid his ability. His lieutenants have long been at work in many distant fields, and among the traces of prehistoric man, as well as the habitations of our aborigines in this country. To his department has been assigned 160,000 square feet in the gallery of the great building for Manufactures and Liberal Arts, as well as a strip of land 1000 feet long and from 100 to 200 feet wide in the south-easterly part of the Fair Grounds.

In the section devoted to archæology will be shown traces of man, his skeletons and handiwork, which have been found under geological conditions, and thus prove his existence in remote periods. Following this will be shown discoveries connected with the second prehistoric

period on this continent: objects from shell-heaps, burial-places, mounds, earthworks, ancient pueblos, cliff-houses, caves, and the ruined cities of the lands to the southward of us. Models of the most interesting earthworks and mounds, such as those of geometric shapes in Ohio, the great mound at Cahokia, Illinois; Fort Ancient, the "serpent mound" of Ohio, and other remains will be shown. It is hoped and believed that Wisconsin will contribute models of her ancient structures of this sort, and that a full illustration of the pueblos and cliff-dwellings of Colorado, Arizona, Utah, and New Mexico will be made. Moulds are being taken of the very ancient stone structures that exist in Yucatan, and casts and photographs will further familiarize us with them. One such structure, "the Portal of Labna," will serve as an imposing entrance to a section of the exhibit. The collection of the Peabody Museum (Harvard) Honduras Expedition will be shown here, and will form a remarkable part of the display.

Professor Putnam hopes, through the aid of the foreign governments, to exemplify the primitive modes of life, customs, and arts of the native peoples of the world, but in this he is to be dependent upon the interest that others will show in the subject. For his own part, he is bending every effort to render the American branch of this subject especially complete, and to display it so that it shall attract popular interest. The American exhibit will be on the strip of land reserved for his department, where will be shown the habitations of such native American tribes as can be secured—"a living picture," as he writes, "of the typical native peoples of different parts of America; each family to be living in its native habitation; the people to be dressed in native

TRANSPORTATION BUILDING



costume, surrounded by characteristic household utensils, implements, and weapons, and engaged in their native occupations and manufactures." Thus will be shown the peoples who were in America when Columbus made his voyages. Through the co-operation of the Indian Bureau the exhibition of members of our North American tribes, with their habitations, costumes, and implements, will be as complete as it is possible to make it.

In an interesting newspaper interview Professor Putnam outlined his work, beginning with an exhibition of the first traces of man in America, and the flora and fauna of the time. He said it was planned to show skeletons of the mammoth and mastodon, and mounted specimens of northern animals living at that period far south of their present abode. He said that "in connection with the habitations of the Eskimo, models of men, women, and children will be shown, made from casts taken and colored from life and dressed in native costumes. These figures will be made to illustrate all types of mankind. The work in part is in papier-maché, with the figures draped in actual garments." Other collections, extended and enriched by such models made from life, will "represent all the principal tribes of the northern part of the continent, the Indian races of the interior, the inhabitants of the West Indies, and the eastern tribes of North America at the time of Columbus, the native tribes of the South-west, those of Mexico, Central America, and South America, in all cases with their habitations and costumes and arts and industries extensively shown."

He has arranged with the Peary Expedition to Greenland for models of Eskimos, their huts and equipments,

and by other means he will make known to us the Aleuts and their modes and paraphernalia of life. A great part of the exhibition will be the result of new explorations, but much will be gathered from private collections.

An exhibit in another branch of this department's work will be a pioneer's log-cabin, characteristically furnished, and apparently inhabited by a frontiersman's family of a century ago, clad in homespun, and engaged in the preparation of flax and in spinning and weaving. When it is understood that this will serve but as a background against which to bring out the changes and improvements that have taken place in the things that most intimately influence our home life, the magnitude of this display will be appreciated. The evolution of furniture, tools, and clothing will be illustrated, and there will be shown originals, copies, and models of notable inventions, as well as a collection of portraits of distinguished inventors. American history will get its share of attention and illustration in a display of busts, portraits, relics, autographs, and the like. In another section "a complete series of maps of the world will be collected, both of those anterior to Columbus and of others illustrating discoveries down to the present time." In modern maps, the wonderful, almost fascinating progress that has been made in map-making will be shown.

The "section of physical anthropology" will be a valuable as well as novel part of the department exhibit. Here will be gathered and made known thousands of measurements and special notes of the physical size and characteristics of members of the various native tribes, of the school-children in our cities, and, to such extent as is possible, of the foreign visitors to and em-

ployés at the Fair. The apparatus used in such an investigation will be exhibited, the methods and objects of such research will be made plain, and there will be obtained valuable data "showing the importance of such investigations in relation to the education and physical development of children."

And thus we come to the chief exhibit of the Latin-American Bureau, under the able supervision of Mr. William E. Curtis. From a historical point of view the collection of Columbiana by this bureau will be the most remarkable exhibit at the Fair, as well as one of the most important ever made upon the globe. Congress authorized the expenditure of \$35,000 in securing the collection, with the understanding that it would be housed in a building which should exactly reproduce the picturesque old Moorish structure which was the Monastery of La Rabida at Palos, in Spain, where Columbus applied for food and shelter for himself and child after the Spanish court had refused to outfit him for his voyage of discovery. "Here," says an able authority, "he found an asylum while developing his theories, and it was through the intercession of the prior of this monastery that Queen Isabella consented to reconsider her refusal to furnish ships and money for the voyage. It was here, too, that Columbus remained while preparing his little fleet for the memorable expedition. In the chapel of this monastery he attended mass on the morning of the day he sailed, and again on the evening of the day he returned from the discovery of the New World." The building is to be upon a promontory almost surrounded with water, so as to be as safe as possible against conflagration from without, and the Secretary of War is to detail a military guard to protect it

otherwise. Admiral Luce has characterized the gathering of the *Columbiana* as "the most important historical movement that has ever taken place in America." The Spanish Government places such a value upon it that it asked permission to show it at the Columbus Exposition in Madrid, offering to pay all the costs of packing, shipment, and redelivery to us, and the Librarian of Congress has applied for it as a permanent attraction to the new Congressional Library Building now under construction in Washington. I have been permitted to see a letter by a gentleman deeply interested in the matter, in which he states concisely, but with reverential regard apparent in every sentence, something of the scope of the exhibition. "The Government of the United States," he says, "through the Secretary of State, has formally applied to the governments of Spain, Italy, France, England, and Germany, to the municipality of Genoa, to His Holiness the Pope, and to the Duke of Veragua, the lineal descendant of Columbus, for the loan of manuscripts, maps, books, charts, and other objects identified with the life history of Columbus and the discovery and early settlement of the New World. These include the original of the most remarkable contract that was ever drawn, in which the sovereigns of Spain guarantee to Columbus and his heirs forever one-eighth part of all that may be produced of any character whatever, in any lands that he may discover, and appoint him and his descendants perpetual rulers over such lands with the title of viceroy. The collection will contain the original commission, signed by Ferdinand and Isabella, appointing Columbus 'Grand Admiral of the Ocean Seas;' the originals of the other papers relating to his first and subsequent voyages; twenty-nine manuscript letters in



MRS. FRANCES WELLES SHEPARD
(Chicago, Illinois)



MRS. MARY KAVANAUGH EAGLE
(Little Rock, Arkansas)

his own hand ; the manuscript of a book in which he attempts to prove that his discovery was predicted in the Scriptures ; his last will and testament ; the original drawing of his coat of arms ; a pen-and-ink sketch which he drew in his old age and called 'The Triumph of Columbus.' The collection will also contain his letters to his native city of Genoa, the breviary which Pope Alexander VI. gave to him and which he used on his later voyages ; the first map of America, made by Juan de la Cosa, his pilot ; original copies of his letters describing his most important voyage, and telling of the discovery of our continent, and the priceless volumes which he carried in the cabin of the caraval—*Marco Polo*, *Imago Mundi*, and the *Cosmographia*—whose pages contain manuscript notes in his own hand. . . . The Government of Germany sends from Nuremburg the original of the globe of Martin Behaim, and the Queen of England loans the Leonardo da Vinci map on which the name 'America' first appears."

Quite modern and apart from all these things in historic interest is a collection of five paintings by a Russian painter, Aivasoffsky, illustrating five incidents in the career of Columbus. He pleads that they may be shown in the La Rabida Building, and it is quite likely that they will. They are said to be remarkable, and so, indeed, is Aivasoffsky's home celebrity as a marine painter.

A list of the exhibits to be made in La Rabida and elsewhere as illustrative of Columbus's time, voyages, and discoveries, would be too long to give here. It includes maps, charts, globes, nautical instruments ; models, paintings, and other pictures of his vessels ; portraits, autographs, and other relics of the persons who assisted

Columbus or are connected with him in history; facsimiles of the arms and armor of his men; assortments of the goods he used for barter, such as hawk bells, beads, coins, medals, cloths, crosses, mirrors, and brass articles; pictures showing the natives of America as they were at first represented; the Columbus tombs, monuments, and statues, and so on to the end of all that can be thought of and obtained.

CHAPTER XVI.

FOREIGN NATIONS AT OUR FAIR

TO investigate the possibilities of the foreign exhibits at the Columbian Exposition, when I was on the grounds recently, was not an altogether satisfactory task. It reminded me of an experience a fellow-reporter had when we were boys, and he wanted to hear from good old Peter Cooper what sort of neighbors his were, one of whom had blown up his uncle with a bomb.

"Oh, I know them all," said the philanthropist, "and they are all nice people. What sort of a man was the elder ——? Oh, he was a nice man, a very nice man. What did I think of the young man? Now, *he* was a *nice* man. And the other one? Oh, he was a nice man, too."

Just so, when I inquired what sort of an exhibit Austria or Greece would make at the Fair, I was told that each would be fine; that Germany's would be grand, that Italy's would be quite notable, that Norway and Sweden were going to do something truly remarkable, and so on through the list. And there I sat, with my pencil poised and my pad ready, and felt just as my friend did when Peter Cooper was telling about his neighbors.

Still, there was some reward; indeed, it became evi-

dent to me that the instructiveness and brilliancy of the Exposition will be drawn from abroad. At the Philadelphia Exposition in 1876, we who visited it stayed at home and travelled in many countries, seeing much more than most actual travellers would have seen; and one result of that comparatively small fair was to revolutionize our country in the matter of house decoration, in the use of rugs and hangings, and the beautification of carpets and furniture.

We know that this will be a gigantic exhibition, as compared with that—a truly universal one. At it will be the display of no less than forty-five countries and colonies, the principal and the most interesting ones in the world. The reason that there was not full news of what each nation is to exhibit, at the headquarters of so active and enthusiastic a master of the field as Mr. Walker Fearn, the chief of the Foreign Department, was a manifold one. In the first place, he has been chiefly concerned in securing the attendance and co-operation of the nations; and, subordinated to that, but requiring more work and time, has been his effort to meet their demands for space, or rather to bring about some equality between their demands and the space at the disposal of the Commission. The minor details of what the nations will do with their space our commissioners abroad understand very well and the foreign commissioners are perfectly conversant with, yet they have not in all cases been discussed at the office of the Department of Foreign Affairs.

Japan will outdo herself. Practically she made herself known to the world at the Philadelphia Centennial Exposition, which took place only about twenty years after her ports were thrown open. Her most notable



VIEW FROM ART GALLERY

exhibit will be that upon the Wooded Island—a large island in the Lagoon on the Columbian Grounds. The Japanese commissioners have secured the northerly end of this tract as the site of their exhibit. There they will erect a great temple in three parts—a main body and two wings—symbolizing the Phoenix, as they declare. It will be solidly built of wood made ready in Japan, and set up by Japanese workmen on the Fair Grounds. In one wing of this elaborate and gorgeous building they will exhibit articles from 1000 to 4000 years old—their old bronzes, arms, armor, and what may be called the beginnings of their famous work in pottery and lacquer. Some of this, however, will illustrate arts which they have lost, and will consist of exhibits of extremely great value. In the other wing they will show Japanese products 400 years old and more, illustrative of the condition of their people when Columbus set out to discover their country, for it was the tales about Cathay (Indo-China), and of a wonderful island near by—which was, in all likelihood, Japan—that strongly influenced Columbus. Indeed, it is said that when he reached Cuba he called it by the name by which Japan was called by the travellers whose works he had read. In the main or middle building the Japanese will show goods characteristic of their country at the present time.

Upon the whole north end of the Wooded Island they will expend their skill and ingenuity in the cultivation of flowers, dwarfed trees, and those landscape and garden effects in the production of which they are unrivalled. The temple and the horticultural work they will present to Chicago, to remain permanent ornaments of Jackson Park; and this, by-the-way, is the only work of any sort that forms part of the Exposition

which is absolutely certain to remain after the Fair closes. The art galleries may or may not—that is not determined ; but the gift of Japan has been accepted by the city authorities.

It is thought that the Japanese may introduce a few hundred jinrikishas, or man-drawn carriages, in which to carry visitors about the grounds.

It was long believed that the Japanese exhibit would be the most peculiar and interesting, but it is now thought that the Russian may surpass it. Nowhere has royalty shown so deep and active an interest in this Exposition as in Russia. Hers will truly be an imperial exhibit. It is very remarkable, and yet it is a fact, that never before have the Russians been so stirred by any such project. The old and warm friendship between the two countries, newly strengthened by the sending of American ships to relieve Russia's famine-stricken peasantry, is partly the cause of this ; but, on the other hand, there have been political crises at the times of other expositions in which she might have taken a considerable part. The collection of exhibits in Russia goes on with a will, and the Czar is sending to the heart of Asia, where he has recently thrust the government railroads, to enrich the store. There will be a complete exhibit to illustrate Russian life in town and country ; there will be wonderful bronzes, a most remarkable array of paintings, of minerals from the Ural Mountains, of the unrivalled Russian leather-work, and of the varied articles of manufacture in which that country has made such recent great strides.

The intense rivalry between the Germans and the French augurs well for the Columbian Fair. Each country is intent upon surpassing the exhibits of the

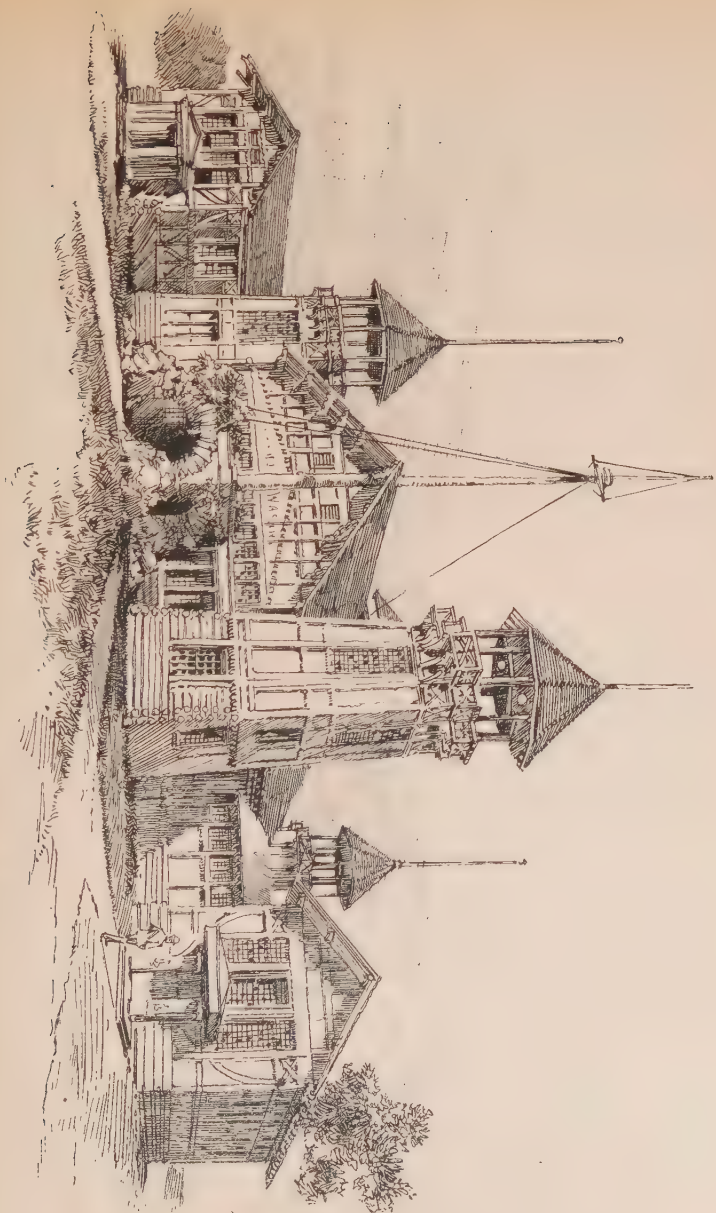
other. The French never before made such an effort to win credit abroad. They may be called professional exhibit-makers — almost professional “expositioners.” They make no “boom,” as we would say, about what they are doing, but their commissioners promise the best that the country’s resources make possible. The Government will exhibit its treasures from Sevres and Gobelin, and the Limoges collection will be splendid. Well aware of the value of our gilded American patronage of French art in the past, they will make perhaps as fine an exhibit of paintings and sculptures as they ever showed at home. The German contributions will be quite as notable. Germany did not exhibit in Paris in 1889, and, indeed, this will be her first great official exhibition on neutral soil. Her commissioners are working with splendid energy. The exhibition by Herr Krupp, the gun-maker, will represent an outlay of nearly \$1,000,000. He will show a 130-ton gun—the largest rifle ever made. Some of the monstrous and marvelous machines—notably a great trip-hammer, such as is used at his works—will form parts of his exhibition. The very best features of the Frankfort electrical exhibition of a year ago are promised. This collection of inventions and adaptations of electrical machinery and devices astonished the world, and visitors from America acknowledged that the Germans had outstripped us in this field of endeavor. They have been especially bold and ingenious in their uses of the electric light for showy purposes—as in theatres, for instance—and the accomplishment of brilliant and startling stage effects. This they will show in Chicago. It is believed that the Siemens-Holske house of electricians will make a great exhibit, notably of their powerful search-lights, whose

use for grand fête-night effects upon the grounds is counted upon. Germany's remarkable progress in manufactures will be exemplified thoroughly. If Austria's demands for space form any criterion by which to judge of her intended display, it will be a grand one. Her commission is headed by the Archduke Charles Louis, the brother of the Emperor. It is promised that this great country will exhibit at least those evidences of progress which render Vienna the easterly Paris.

The exhibition of delicate and beautiful needle-work, and of diaphanous cloths and tissues, by the kingdom of Greece will be among her most attractive contributions. The best of those handiworks by women, which the Queen encourages by her interest in the famous Ergasterion in Athens, will be shown. Greece also promises a complete collection of casts of her noble and incomparable ancient sculptures, figures, friezes, and other remains, including many of Schliemann's discoveries.

Sweden and Norway are running a race to outdo one another at Chicago. Both will exhibit panoramas and paintings of scenery calculated to induce travellers to go to their countries rather than to Switzerland. The Norwegian fisheries exhibit will be very interesting, and her display of furs, peltries, and woods will be notable. Holland will do nothing finer than the showing of the products, natives, and modes of life in her colonies, led by Java, though the Dutch will attract attention by their exhibition of watch-making, of art works, and of floriculture.

Italy, hindered by the affair at New Orleans and by other obstacles, will make no official exhibit, but our World's Fair commissioners in that country promise a notable showing of artistic and beautiful works. The



Italian people are fully alive to the opportunity, though the Government is quiescent. Turkey's exhibit, very novel and interesting, is in the nature of a concession and not an imperial undertaking. Spain's historical contributions will be remarkable. The most important of the exhibits at their Quadri-centennial or Columbus Exposition will be sent to our Fair, and will form an extensive display. The Spanish commission is very active, and has stirred up private enterprise at home to such an extent as to guarantee an interesting exhibition.

The English seem principally actuated by the idea that we do not know and appreciate their art, and that if we did, so much of our money would not go to the continent of Europe. Thus inspired, they will make a very great and remarkable display of paintings and sculpture, quite apart from their usual exhibit of manufactures and inventions. Many of Great Britain's colonies are hard at work in preparation for the Exposition. Canada will send ample proof of the importance of her farms, forests, mines, and fisheries. India will make no governmental display, but individual exhibitors will show a wide variety of native manufactures, especially in those lines in which they excel almost the entire world, the making of silks, rugs, and muslins especially. A showing that is promised to be exquisite and in the nature of a revelation to us, is promised from India. New South Wales leads all the Australian colonies in her anxiety to "show off" well at Chicago. She applied for 1,000,000 square feet, or more than three times the space awarded to the mother-country. Fifty thousand square feet is the area that has been set aside for this contribution. The presentation will be of the natural resources of the country, her wool, minerals, and raw

wealth, a showing designed to attract immigration. Queensland, Victoria, and New Zealand will send exhibits, but not officially.

Far away Ceylon will seize the opportunity which this Exposition will offer to do for herself what Japan did in Philadelphia in 1876. Ceylon will be thereafter more talked about, if her plans prosper, than ever before. One remarkable Ceylonese exhibit will be a reproduction of the temple of Amarapoora—a place in the interior of the island. This temple, now overgrown with giant trees, has its roof upheld by the trunks and tusks of forty or fifty carved white elephants. There is exquisite arabesque work on the columns, and the roof itself is altogether charming and remarkable. This will be exhibited merely as a specimen of the native architecture. Other temples, pavilions, and pagodas will be recreated on the Fair Grounds to illustrate the beauties of the architecture, and to serve as booths and bazaars. The importance of the exhibit otherwise will be mainly in its agricultural department. The Ceylonese believe that they grow the finest tea in the world, and it has been distinguished for fetching the highest prices in London—£30 being paid for one lot if my memory serves me. In a building of peculiar design, one exhibitor will sell this tea at a price to cover merely the cost of the commodity and the hire of the native servants, who, habited as at home, will wait upon the people. The tea is grown at a great elevation above the sea, and the mode of cultivating both it and the coffee-plant will be shown on the Fair Grounds with native farmers at their accustomed toil.

The exhibits of the South American republics and colonies will be so remarkable as to deserve a chapter by themselves. Argentine Republic, Brazil, British Guiana,

CALIFORNIA STATE BUILDING



British Honduras, Colombia, Costa Rica, Cuba, the Dutch West Indies, Dutch Guiana, Guatemala, Hayti, Honduras, Jamaica, Mexico, Nicaragua, and Uruguay, all are preparing to show their resources, products, and industries, and many of them will surprise the majority of visitors to the Fair. President Diaz, of Mexico, promises a complete exhibition of the progress and present condition of his country. Asked to show the wonderful ruins and remnants of other civilizations in his domain he declined, and insisted that the time had come for Mexico to show her best side, her present prosperity and cultivation. Apart from the official exhibits of these countries, and in connection with Professor Putnam's remarkable ethnological collection, Mr. W. E. Curtis, who is at the head of the Latin-American Bureau, promises photographs and models representing types of the natives from the Rio Grande to Cape Horn, their habitations, apparel, weapons, household implements; photographs of beasts, games, toys, their transportation facilities, and, embracing the peoples of the present day, these same things and their education, religions, arts, occupations, resources, and products, as well as their history, heroes, liberators, and so on to the end of all that is instructive and interesting.

Only two countries of note — Italy and Portugal — have failed to accept the invitation of our Government to participate in the Exposition. In another chapter, describing the Midway Plaisance, I have told of the curious exhibitions that will be made up of peasant life in Tunis, Algiers, Egypt, Dahomey, China, Germany, and other countries.

CHAPTER XVII

THE GALLERY OF FINE ARTS

THE Gallery of Fine Arts at the Columbian Exposition is regarded by the architects of the country as having reached the anticipations of those who are aware that in all recent world's fairs it has been sought to make that building a perfect example of each nation's taste and progress in architecture. Such a building must be more solidly built than the others; it must be as nearly fire-proof as possible, or it would be vain to try to induce painters, sculptors, and owners of the finest art works to send their treasures to it. It follows that this one among all the buildings is oftenest the one that is preserved as a memento of each recurring exposition, and as a permanent monument of the art progress of the nation which has managed the Fair. It is therefore natural that such a building should be the subject of discriminating judgment when the work of planning the Fair is distributed among the architects, and that it should be planned with great and loving care by him who is chosen to design it.

This task, at the Columbian Exposition, fell to Mr. Charles B. Atwood, of New York, the Designer-in-Chief of the Exposition. In the unstinted praise that his effort has drawn from the leaders in his own profession

here he cannot be mistaken in anticipating similar plaudits from the critics of the world at large when all are gathered at Chicago. With an absence of envy, and with a generosity that to me seems extraordinary among men engaged in the rivalries of a pursuit of one profession, the members of the World's Fair advisory council of architects seem to have awarded Mr. Atwood the palm, and have vied with one another in finding terms in which to praise his work. Mr. D. H. Burnham, the Chief of Construction, himself a famous architect, goes so far in his praise of the building as to predict that it will one day be made permanent in marble.

The exterior is of the pure Ionic style, the details having been carried out in the strictest and most academical manner. The proportion of the various divisions of the work have been adapted from those of the famous temple of the Erechtheum at Athens, but the composition of the general masses of the building has been treated with freedom after the manner of the scholarly *projets* of the *Académie des Beaux Arts*. These designs have afforded the inspiration which has moved Mr. Atwood. But though he has made the building as scholarly as possible, it yet impresses the layman most by its chasteness and proportion. The main building is 500 feet long by 320 feet wide; its annexes are each 136 feet wide by 220 feet long, and are connected with the central pavilion by colonnades. The walls, both interior and exterior, are built of brick and the roof construction is of iron, thus giving a permanent character to the edifice, and reducing to a minimum all risk of harm to the works of art which will be shown there.

In the colonnades and great entrance loggias are sculptured friezes after the manner of the frieze of the

Parthenon at Athens. On the attic story of the great entrances are heroic statues, in full relief against the pilasters, representing the arts and sciences. Between these, in the panels, are portrait busts of the masters of art, while crowning the dome of the main pavilion is a great winged figure following the fashion of the Victory at Samothrace. All about the exterior colonnades will be replicas in large size of the most celebrated antiques. The dome, covered by a pattern as of scales, will be white like the building. At night the cornice-line above the colonnades will be crowned with candelabra bearing flambeaux, from which, driven about by the breezes, will leap great bulky, ragged masses of flame.

The interior of the main pavilion contains a court 100 feet wide, running north and south and crossing one of the same dimensions lying east and west. At the point of intersection of these courts is a great dome 125 feet high and 75 feet in diameter, and forming a sort of tribune in the centre of the building. Here will be displayed a few of the best works of sculpture. All the sculptural display will be arranged on the ground-floor of these great courts. Around these courts run galleries twenty-four feet above the floor, twenty feet wide, and lighted by great central skylights. Under these galleries, in alcoves, will be displayed all the sculptural bass-reliefs and casts of architectural remains, notably the entire collection from the Trocadero at Paris, duplicates of which have been presented by the French Government to the Art Institute of Chicago, an enterprising body which is likely to become the envy of all similar institutions in this country, so great will be the prizes it will gain after the termination of the Fair.

In the gallery-floor, on the walls, and on cross-screens



THE ADMINISTRATION BUILDING

will be displayed all the architectural plans, the etchings, photographs, and prints which are to be shown in the building. The picture-galleries are all arranged in the four angles of the building. They are thirty feet in height, and average thirty by sixty feet of floor space. Numerous doorways permit the free movement of the visitors. In the annexes the easterly pavilion is to be entirely occupied by the French collection, which will be very remarkable. The American section, being in the angle which is contiguous to the French pavilion, will exhibit all the notable French paintings owned in America, in a corridor connecting with the French pavilion. The westerly pavilion will be occupied by several of the foreign peoples whose collections are much smaller. Each annex has a central dome about fifty feet in diameter, and galleries are arranged in varying sizes in each pavilion. The cost of the building is \$800,000.

Mr. Halsey C. Ives, the chief of the Department of Fine Arts, is admired and honored by all his associates in the management of the Exposition as a competent and enthusiastic chieftain in the work. He is very hopeful about the display that is likely to result from his energetic labors. His aim is to show work by painters and sculptors who are not known here, as well as the best that has been done by the world's general favorites; to enlighten us all upon the varieties of paintings that the world offers, and yet that are not handled by the French dealers. To this end he went up into Scandinavia and to Moscow, as well as to the lands that were certain to contribute good exhibits. He found, among other great things, a treasure in Russia. A collector there named Trajakoff, a wealthy devotee of art, has a gallery of paintings (all of Russian work) which is worth

making a pilgrimage to see. One remarkable part of his collection is a number of paintings by a man who had, as Mr. Ives said, "discovered everything that is true in the impressionist school." He had never been out of Russia, and he cannot have been prosperous, for some of his work is upon such stuff as window-shades are made of, but it is fine, as all will discover if Mr. Ives's hopes of bringing it here are satisfied. Mr. Ives thinks that the art display will discover perhaps half a dozen men in Denmark, Norway, and Sweden whose pictures will astonish us. One Kroyer, a Dane, one of the strongest portrait-painters in the world, is among these. Makowsky, whose "Wedding Feast" was greatly admired here, is painting a great historic canvas for the Emperor of Russia, who is going to allow him to send it to our Fair. It represents a celebrated scene in Moscow, where the ladies are pictured bringing their jewels to the officials to enable the Government to prolong a war against their enemies.

Mr. Ives has assurances from the artists and art associations abroad that a number of countries are going to make splendid exhibits; but the Governments have everything to say in this regard, and will make their own selections, so that at the last moment, perhaps, such a nation as Russia, for instance, may decide to send only its palace collections, leaving the more novel, varied, and often far more admirable work of individual artists at home. Holland may not send above 300 pictures, but they will represent the best work that has been done in that country in the past fifteen years. Spain and Italy are interested and active, from their thrones to the studios, and cannot fail to make fine displays. France will offer a better exhibition of her modern work than has



MAINE STATE BUILDING

been made in her own country. She used 93,000 square feet in her Paris Exposition in 1889, and actually applied for 90,000 square feet at Chicago. Mr. Ives, believing that quality rather than quantity was what was desired, allowed only 29,000 square feet to the French exhibition. By thus limiting the allotments of space, he makes it possible to show the best work of twenty-two countries instead of that of seven or eight.

Japan, whose people never made a display in the art section of an exposition abroad, will give one of the most unique exhibitions in Chicago. The commissioners from Japan told Mr. Ives they feared they could not meet the requirements of our classification, so greatly did their art works differ from ours. His reply delighted them intensely. He said he greatly desired them to make a presentation uninfluenced by a Western rule or limitation, and that they might put any interpretation that they wished upon our classification. The result is that the Emperor will permit the display of works never seen out of his country. These will take up 2200 square feet of space.

CHAPTER XVIII

NINE ACRES OF ELECTRICAL EXHIBITS

THE Department of Electricity is to collect the contributions of the world to its demonstration of the progress of electric science in a building which will be likely to attract an extraordinary number of sight-seers. The shelter for this exhibit is one of the very beautiful buildings of the Exposition. Its architects were Messrs. Van Brunt & Howe, of Kansas City. It is 690 feet long by 345 feet wide, of Italian Renaissance in style, and elaborately finished with many towers. The principal entrance on the south side will have a noble and gorgeously decorated open vestibule, covered by a half-dome, the whole, it is said, being capable of the most brilliant illumination. Indeed, at every point where it is possible the building offers an opportunity for an electrical night display. To this end something like 20,000 incandescent and nearly 3000 arc lights will be employed on or about the edifice. The building covers more than five acres and a half, and offers a floor surface of nearly nine.

Mr. John P. Barrett is the executive of the department. One of his lieutenants attended the exhibition at Frankfurt, in Germany, in 1891, the first purely electrical exhibition ever held. One of the remarkable exhibits there was a demonstration of the fact that electrical power can be sent over great distances, the power for the fair

being obtained from a water-fall 100 miles away. A turbine wheel operated the alternating dynamos at the generating station, where power of a low voltage was put through a converter and transformed into a current of high voltage, and then, on the Exposition Grounds, was reconverted into its original form. This process will be illustrated at Chicago in a modified manner. A Nuremberg firm showed some search-lights of amazing power. They formed one of the wonders of the modern world. A nobleman gave a ball forty-five miles away, it is said, and the light for the dancers was supplied at Frankfort by this lamp. That lamp had a five-foot refractor, but at Chicago there will be larger ones, the biggest being displayed on top of the Electrical Building, whence it will throw a huge white beam of light across the sky to bathe some distant bit of Lake Michigan in noonday splendor on the darkest nights. At Frankfort a theatre was fitted with electrical lights, arranged for the production of brilliant and realistic stage effects, which were more ingenious and beautiful than any we have ever seen. There will be no theatre in the Chicago display, but it is likely that the processes in use at Frankfort will be illustrated for us.

A very popular novelty in the building will be a large and complete villa or dwelling fitted with all the household electrical appliances of the period. There will be no occasion for lighting a match in it for any purpose whatsoever. At the front door those who wish to enter will open a box and press a button, which will light the lamps in the main hall, as would be done by an occupant returning home late at night. Some of the lamps in the house will be peculiar. There will be electroliers in certain rooms; rosettes of light embedded

in the ceilings and walls of other rooms; in others, lamps set behind white porcelain. There will be lamps in all the closets, and these will be lighted by the opening of the closet doors, and put out when the doors are shut. The mere pressure of buttons in the door-frames will open each door in the building. Electric elevators will obviate the necessity for using the stairways. In all the common rooms and sleeping apartments there will be electric fires in open fireplaces, simulating coal and log fires, and each one started by the touching of a button. In each room there will be electric fans for use in hot weather. The library will contain an electric cigar-lighter, and the sewing-room will be modernized by an electric motor for running a sewing-machine. Burglar-alarms of the latest sort will fortify the doors and windows. The kitchen will astonish old-fashioned housewives, for all the usual operations of the servants will be aided by electrical devices. The electric stove will boil, bake, or roast whatever is to be prepared for the table; the laundry-machines will all be electrical, even to the smoothing-irons, from whose hollow interiors light flexible wires will reach to the main circuits in the nearest wall. Electrical washing-machines and electric centrifugal wringers will be notable parts of the paraphernalia. The ice or the cool air in the refrigerator will be made by the miniature ammonia ice-plant, which will be arranged to cool the entire house on hot days and nights. The house will be forty-two feet wide by fifty feet deep, and therefore each device will be of full working size and power.

A very beautiful exhibit will be a Moorish minaret of cut glass and Bohemian colored glass, thirty feet in diameter and seventy feet in height. It will appear like



ANTHONY F. SEIBERGER



HON. BENJAMIN BUTTERWORTH

a huge lamp at night. A telephone company will employ a fine orchestra to play in New York, and will conduct the sound of the music all the way to the Electrical Building, in which a great horn will throw out the melody for the benefit of all who care to visit the section. One electrical company will spend \$350,000 upon its exhibit. The Baltimore and Ohio Railroad Company will show a full-sized model of a scene attending the laying of the first telegraph wire by Professor Morse, who, it seems, intended that the telegraph wires should be enclosed in lead pipe and buried. An English firm will send complete models of all the contrivances used in laying submarine cables. The electric street-car exhibit in one section of the building will be very fine and thorough, showing all the methods of applying electric power to the propulsion of cars. All the currents of power in use in the building will be supplied from dynamos set up by exhibitors in the Machinery Hall.

The French will make a splendid display in electric appliances that are universally celebrated as being the most artistic and often the most delicate products of the sort that any country produces. The French excel in the manufacture of delicate electrical instruments in use in scientific pursuits, and for their ornamental adaptations of electrical inventions. Belgium will be conspicuous in the display, but her contributions will be mainly practical, and will embrace both heavy and light machinery. England is very actively interested in perfecting a grand exhibit, and the electricians of our own country will make an enormous and marvellous presentation of their works. Among the German exhibits will be the astonishing Nuremberg search-lights of which I have twice before had occasion to write.

CHAPTER XIX

A HISTORY OF TRANSPORTATION

ANOTHER "first appearance" at a world's fair will be the history of Transportation told by a complete series of exhibits at Chicago in 1893. It will begin with vehicles as rude as the dugout, the travois, and the chair on which the guides of the Andes transport travellers on their backs. It will be crowned with the marvels of the modern railroads—those mighty concerns which are estimated to be worth one-tenth of the wealth of civilization, and three times more than all the money in the world could buy.

The seventeen acres of exhibition space for this collection are in a building 960 feet long and 256 feet deep. It rises on the western bank of the main lagoon nearly in the centre of the grounds. In general the architectural treatment is simple, but many of the details and accessories are very rich. "The main entrance," says the official description, "will consist of an immense arch, decorated with carvings, bass-reliefs, and mural paintings. It will be treated entirely in gold-leaf, and will be known as 'the golden door.' Numerous minor entrances are provided, and with them are grouped terraces, seats, drinking-fountains, and statues. The interior of the building is treated much after the manner of a

Roman basilica, with broad nave and aisles." The middle roof rises much higher than the others, and its walls are partly open, so as to form an arcaded clear-story. On this is a cupola 165 feet above ground. Eight elevators carry visitors from the floor to the cupola, and thus give them a chance to overlook the entire aggregation of palaces in the park. The architects of this enormous and sightly pile are Messrs. Adler & Sullivan, of Chicago, who also designed the Auditorium, the largest and most improved hotel in that city.

One of the richest "finds" of Mr. Willard A. Smith, the life-long student of the science, who is at the head of the department, is an old Roman chariot now at Florence. Its remains are complete. It has a pole, neck-yokes for the horses, and spoked wheels. It will be reproduced exactly. There is also, in a museum in the same city, a miniature Egyptian canoe, found in perfect condition in a tomb. It also will be shown by reproduction. But the exhibits of marine transportation may be said to begin with the rudest forms of vehicles, such as the simple bladders used as floats on the rivers of India by those fishermen who fish as they are carried along. Next will be presented the log-boats—combinations of logs, like the jangadas of Brazil and the sampans of China. These are too bulky to be shown otherwise than by means of models. Then follow the sheepskin rafts of the Euphrates, formed of distended skins, "with the woolly side in," sewed together, and made to uphold cross-poles. Next we shall see the dug-outs that are found all over the world, and that are practically the same everywhere. These include those which are fitted with sails and in use on the west coast of Africa.

A higher development in the next order of succession is seen in the bedarkas of Alaska and the kiyaks of the Eskimos—canoes made by stretching skins over frameworks. Succeeding these come the better boats, whose covering of skin or bark is sewed, gummed, or laced upon the vessels' hulls. Many interesting forms of boats of admirable patterns will be shown, like the gondolas of Italy, the caiques of Turkey, the daghsas of Malta, the dahabias of the Nile, the latter being exhibited, by the way, close to fine models of the modern Nile passenger steamers, which are as nearly perfect as any craft of their class in the world. Perhaps the sailboats of the Adriatic, with their richly colored sails, will be as picturesque as any in the collection, but in interest nothing can exceed the gorgeous painting, already prepared, of the *Bucintoro*, or state barge of the Doges of Venice, whose exterior was all gold, and whose decks were of hard and polished wood inlaid with marquetry; the boat in which the rulers went out to toss into the water the marriage-ring with which they wedded their city to the sea. As has been published before, a company has been formed in Norway to reproduce the old Viking's boat—the most ancient vessel in the world—that is shown there, making it of full size, and perhaps navigating it across the ocean to America. The great Hudson's Bay Company will contribute a notable display of birch-bark canoes, York boats, travois, dog-sleds, and all the paraphernalia of travel and transportation in the wilderness.

An interesting exhibit is promised from the marine museum at Madrid. It will show the sort of vessels Spain employed when her naval power was enforced by the largest and best fleet in the world. From the rathouses of Lubeck, Hamburg, and Bremen will come



MINNESOTA BUILDING

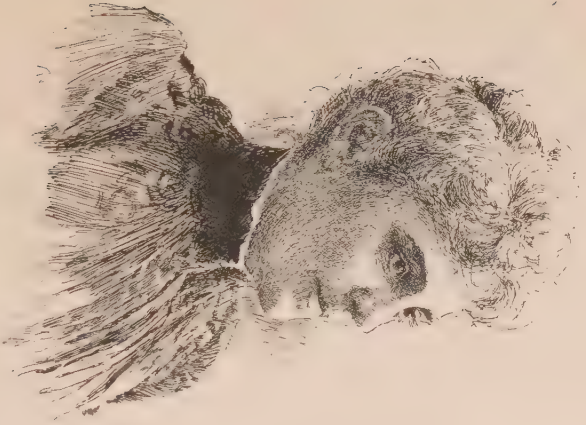
models of the once terrible vessels of the Hanseatic League. From England will be sent the most complete and interesting marine and naval exhibit which ever left her shores. By beautiful models will be shown the development of both her merchant marine and her navy up to the *Victoria*, her latest battle-ship, the model of which cost \$20,000. Every large ship-building establishment in Great Britain has taken space in the building. Trinity House will send copies of the British light-houses, and the English life-saving system will be fully exploited in the same way. The great transatlantic steamship companies of England, Germany, and France are building large fac-similes of the state-rooms and saloons of the finest "flyers," and they will make a historical display of the development of the transatlantic service. There is every reason to believe that Italy will offer a wonderful and proud showing of her naval resources. Samples of armor-plate, naval guns, quick-firing machine guns, turrets, conning towers, and the complete paraphernalia of modern naval equipment will form an accessory exhibit contributed from many lands.

The subject or story of land transportation will be first taken up with a showing of ancient sedan chairs and more modern chairs of the sort now used by travellers in Persia, Asia Minor, and Turkey. We shall see the palanquins of Japan, China, India, and Africa; an elephant carrying a howdah, camel-saddles for both riders and freight, llamas with their loads, the donkey outfits of South America and Egypt; the "rig" of the water-carriers of Cairo, of the lecheros or milk-sellers of South America, and of the cargadoes or human pack-horses, of both sexes, also of that half of our continent—all to be shown by models that include the human and brute

forms, and trappings in fac-simile. Undergoing collection are many magnificent equestrian outfits from Peru and Mexico, Algiers, Turkey, Russia, and Hungary, but the most splendid objects of this sort will be the horse-trappings from the Casa Real at Madrid, as well as the man and horse armor of feudal times from there and elsewhere.

A Norwegian cariole, an Irish jaunting-car, a Neapolitan cart, a very picturesque specimen of the Sicilian carts, and a camping and travelling equipment from Palestine are other exhibits. Some Americans offer a great curiosity from Lisbon, where they purchased the old carriage which was built for the first Patriarch of that city. By a special dispensation, the Pope of that time, 350 years ago, permitted this vehicle to be exactly copied after the papal carriage, of solid silver and heavy gold plate. It is in perfect order. Models of ox-carts used in Jacob's time will be seen to be precisely like those now in use in Mexico, South America, and some Asiatic lands. There will be shown an ox-cart entirely of wood made by Pueblo Indians.

An old English stage-coach, such as was in use before the advent of railroads, will serve as a link between the periods, and from the very threshold of the latter era is to be exhibited the oldest railroad-ticket, an eight-cornered brass check, bearing the legend, "L. & S. Railway, Bagworth, No. 29." It has been recently recovered from within the wainscoting of the oldest railroad station in the world, at Leicester, England, once the terminus of the all but forgotten Leicester and Swannington Railway. There will be an exceedingly interesting historical collection of the earliest forms of rails for steam-power contrivances, including one of the rails on which



MRS. ROSINE RYAN
(Texas)



MISS MARY E. MCCANDLESS

Nevithick's engine ran in 1804. A rail laid for a tram-road on the estate of the Duke of Rutland in 1793, just a century ago, will be shown beside a part of the strap-rail on which ran Stevenson's "Rocket." A curious exhibit will be the first rail for a flanged wheel, the first conceit of railroad builders having been to put the flange on the rail in the form of a gutter, instead of on the car-wheel. The Baltimore and Ohio Railroad, the first American road that was designed as a trunk-line, will prepare a historical exhibit of the earliest forms of its track, cars, and locomotives, of full size, and including an old shanty car, built for passengers, and to be moved by horse-power. They will reproduce the old locomotive "Peter Cooper," which had a famous race with a horse-car. The old grasshopper locomotives, with walking-beams to apply the power, and the camel-back, with its cab on top of the boiler, are also in the collection. The company is spending more than \$50,000 on an exhibition that will show the development of the locomotive—not at all for purposes of advertising, but in the sole interest of history and information. It will go back to the steam road-carriage, now shown in Paris, and will make clear the successful and unsuccessful work of all the early inventors who worked on the locomotive engine, the steps of practical progress being shown full-sized.

The Pennsylvania Railroad will display a section of an ideal modern four-track railroad, with a station, signal-box, and switches, and with the interior of the station transformed into a museum, or School of Railroading, illustrating the methods by which the business is carried on. This company will offer a historical exhibit as well, starting from the Conestoga wagon and the canals along

whose towpaths the railroad was first constructed. To make known the best devices for safety at stations, the company will show a model suburban station, with a depot by each track, connected by a bridge overhead and a tunnel underground.

The New York Central, or Vanderbilt system, will reproduce its old Schenectady station at one end of its space, and at the other a complete modern station building. On the road-bed between the two will be shown a reproduction of the old Mohawk and Hudson train that is so familiar in pictures, with the first locomotive and the train of funny-looking cars, like stage-coaches on rails. On other tracks this company will exhibit the most approved system of signalling and a modern vestibuled train with a huge latter-day locomotive. In the entire aggregation there will be shown more than seventy-five American locomotives. France will send no less than eight locomotives, and railway appliances and exhibits of all sorts to a proportionate extent. From Germany the Government will send some engines and coaches from the State railroads, and, as especial features, their newest compound locomotives, and both ambulance and postal cars, the latter being part of the exhibit from their Postal Museum, which we are also to see. These foreign exhibits will form the first really international and comparative exhibition of railroad machinery. From England will be sent a London and North-western Railway train complete, and shown on a section of that company's track, made perfect by a presentation of their signalling apparatus. England will also show examples of great railway engineering works, including a twenty-foot model of the big Forth Bridge.

It would seem that the only serious interruption in



COLORADO STATE BUILDING

the plans of Mr. Smith and his associate, Lieutenant A. C. Baker, U.S.N., is caused by the apathy of the New-Yorkers who have to do with her water commerce and yachting. There is no representation of the commercial navy of the harbor of the metropolis except such as has been contributed from the New Jersey shore. Especially disappointing is the failure of the New York Yacht Club to appreciate the opportunity that is yet offered for the display of its extremely valuable historical collection of yacht models. It is said that the rules of this club forbid the loaning of its models, but the governors could speedily suspend such rules as bear upon the case, and, for that matter, the club could well afford, were its patriotism stirred, to duplicate all its models and send the counterfeits to this otherwise almost complete exhibition.

CHAPTER XX

THE MIDWAY PLAISANCE

THE Columbian Exposition is to have what the irreverent architects call a "Church Fair" annex. They call it so because whereas the Exposition proper is designed to show a visitor "the earth for fifty cents," this addendum will be filled with things calculated to draw a visitor's last nickel, and to leave his pocket-book looking as if one of Chicago's twenty-story buildings had fallen upon it. I refer to the Midway Plaisance. The Plaisance is the name that was long ago given to a strip of land which connects Washington Park with Jackson Park, where the Exposition is to be held. This Plaisance or parkway is 600 feet wide and a mile in length. To explain its position to a visitor to the Fair it should be said that it starts behind the Woman's Building, and extends westward a mile back from the lake and into the city.

Along its southerly side runs the Barry Sliding Railroad, a section of which excited great interest at Paris at the last exposition. This is a sort of water railroad, but it acts as if it was greased. The rails are laid in a trough, and, instead of running on wheels, slide on flat disks which set upon the rails. By hydraulic pressure, water is made to force its way between these disks, and

the tracks and the cars slip along at the rate of 100 miles an hour. When the passengers are seated in the coaches they hear a "tsip," and, before they can discover what has happened, they have run the length of the railroad—in less than a minute. In that way they traverse the Plaisance in one direction, but in order that they may see how perfectly under control is the apparatus, they return easily, making three stops on the way.

Through the centre of this narrow parkway lies a street 100 feet wide, and this will be lined with so remarkable a collection of houses, palaces, villages, show-places, and curiosities of one sort or another, that though a man travelled around the world by a hundred routes he never could hope to find its like or its equal in variety, color, gayety, and abundance of novelties. This is the avenue of what the architects call the "Church Fair," and of what I think of as the side-show at the World's Circus—though no diminutive term is applicable to it, and no belittling nickname is just, for it is to be a place of great and genuine wonders.

It will be a jumble of foreignness—a bit of Fez and Nuremberg, of Sahara and Dahomey and Holland, Japan and Rome and Coney Island. It will be gorgeous with color, pulsating with excitement, riotous with the strivings of a battalion of bands, and peculiar to the last degree. It will require a day to glance at it; a week to see it.

All the buildings, villages, and palaces will be the seats of private enterprises, and they will cost between \$50,000 and \$250,000 each. Beginning on the north side, the first building on the street is a factory where a leading company will manufacture and cut glassware,

performing the entire operation before the public. Next door to this is a Dutch village copied from one of those in the Hollandish possessions in the South Pacific Ocean, with the natives leading their accustomed lives amid their native surroundings. ✓ A German village of forty houses is ~~to lie next beyond~~. It will cover a space of 240 × 800 feet. Copies of old Nuremberg houses, of German farm-houses, and of other habitations peculiar to the country, will surround a central court wherein will be found German restaurants and beer-halls. There will be Tyrolese dancers, German bands, singing companies, musicians, and German cooking and beer, all illustrative of fatherland life in town and country. This will provide a study more or less ethnological in character, and it has interested ethnologists in its production. Five hundred to a thousand persons will be brought over to equip it with its population.

✓ A street in Cairo will be the next adjoining novelty; not the famous Rue de Caire that delighted the Parisians, but something different and better. It will show a theatre, mosque, bazaar, private dwellings, and a full representation of life in the open street by Egyptians in costume. / Of course all will sell wares and meals, and give performances for which there will be a charge. ✓ One of the most exquisite scenic effects within the whole World's Fair will be the Algerian and Tunisian village, ~~which is next in line~~. One who sees the colored and complete drawings of the buildings now on the grounds realizes their great beauty. They are all truly Oriental, and are white, with decorations of faience, in pale greens, blues, and vermilions. One is a large Algerian theatre seating 600 persons; another is a Tunisian theatre holding 300. There is also a Kabyle theatre, such as the



MOSES P. HANDY



CHARLES L. HUTCHINSON

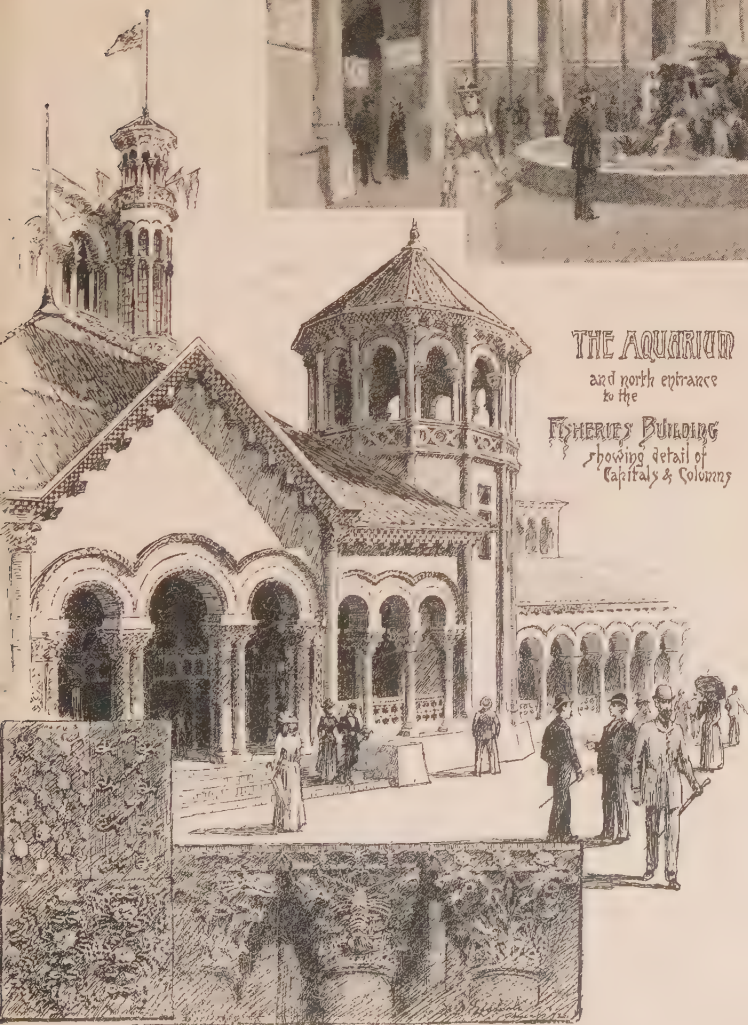
Kabyles in the mountainous parts of Algiers resort to. A native Kabyle house is one of the curiosities; another is a street leading to a Moorish café, and one of the larger buildings is a minaret, with twenty shops under a great gallery. A bazaar of as many shops is another feature. Tents and dwellings are scattered about, and a host of the savage, swarthy, but picturesque people of Tunis and Algiers will fill the place with activity. Men, women, and children will compose the population, and will dance and play their music, cook and serve their food, and in every way illustrate their modes of life at home. Some native Arab fanatics will be among them, eating scorpions, carrying snakes familiarly about, cutting and piercing themselves with evil-looking weapons, and generally so behaving as to be interesting but totally unsuited to a family tea-party. The *dans de ventre*, which was so great a success in Paris, will be repeated here.

¶ The panorama of the volcano of Kilalau in the Sandwich Islands is a next-door show, and next to that is a reproduction of a large Moroccan village, of which much that has been said of the Tunisian and Algerian display would have to be repeated were it to be described. The inevitable captive balloon exhibition will be neighborly to the Morocco display, this venture being by a French company. A mention of it calls to mind the fact that one man asked the directors for a concession for a balloon venture of a novel kind. Under his balloon he wanted to have a deep pond of water, with a sort of cup or big thimble in the bottom of it. The balloon was to carry up a great metal cartridge, large enough to admit a man or woman. The passengers were to get in at the top of the cartridge, be enclosed tight, and

then to be carried several thousand feet in the air and dropped. The cartridge was to fall into the pool, and, after wobbling about in the water, was to gradually come to an upright position and fit itself into the cup in the centre. The inventor thought that tens of thousands of persons would be wild to be thus flung back to earth from a mile or so above the clouds, but the directors disagreed with him.

A great nursery exhibit of trees will be the last attraction on the north side of this remarkable avenue. **Returning**, on the opposite or south side, the first exhibition will be a representation of a Dahomey village, but not sufficient is known of it at this time for me to be able to say more than that it will be like most of the other foreign settlements—a reproduction of antipodean life. An Austrian village next along the line will give a wide and complete view of life in town and country in Austria, with houses and peasants as they are seen there. A copy of a magnificent house as it stood in ancient Rome will be on the next plot of ground. Farther on will be found a very peculiar toy, “the ice railroad.” By means of a refrigerating process the moisture on a system of pipes will be frozen sufficiently deep for sleds to be run over it during the entire summer.

Beside the railroad is another toy, and one so remarkable that it is sometimes referred to as filling the place of especial notoriety that was held in Paris by the Eiffel Tower. This curiosity at Chicago is called “the Ferris Wheel.” It is a wheel 250 feet in diameter, or as wide as twenty full-sized city dwellings. Its construction combines great strength with airy gracefulness and lightness by the adaptation of the principle upon which a bicycle wheel is built. The great circle, looking almost



THE AQUARIUM

and north entrance
to the

FISHERIES BUILDING
showing detail of
Capitals & Columns

like a cobweb from a distance, will be revolved on an axle that will rest on two towers, each 150 feet high. On the periphery of the wheel, in the place where paddles would go on a paddle-wheel, will be hung twenty-six passenger-cars, each capable of seating sixty persons. These cars will be so adjusted as to keep their positions evenly and steadily while the great wheel revolves, and passengers will find themselves lifted far above the highest buildings, and commanding a view of the entire Exposition, the city, and a great segment of Lake Michigan's surface of emerald and sapphire. The gearing by which the motive force is applied to the wheel will be underneath, and will be exerted by means of cogs, giving the operator full control and the passengers perfect safety.

Next beyond this giant wheel will be an immense Moorish palace after the style of the Alhambra. Its interior will be given up to an exhibition of Moorish and Spanish curios. Its managers propose to exhibit \$1,000,000 in gold in one pile in one of the apartments. This treasure will be so disposed that at the slightest approach of danger, or at any pretended alarm, the mass of wealth will sink into the ground and disappear. Its disappearance will be within a burglar-proof vault, built underneath it for the purpose. This receptacle will instantly lock itself up when the treasure descends into it, and any robber who may have thought himself about to capture it, will feel like the boy who, when he went to pick up something on the sidewalk, found that it had a string to it.

A panorama of the Bernese Alps is spoken of as a most realistic painting, and next to it is a natatorium of great size, which, besides containing a large swimming

pool, will have private baths, plenty of dressing-rooms, and all sorts of appliances for water gymnastics and athletic sports. A typical Vienna bakery is to be run in connection with the natatorium. Beyond this the wonderful zoological collection of the famous Hagenbeck, of Germany, is to be on exhibition. For very many years Herr Hagenbeck has been world famous as the largest collector of animals in Christendom. A very complete exhibition of Irish industries and products from Donegal occupies the next space. Donegal is the headquarters of the Irish lace-making industry, and the display of these beautiful laces will be very notable. Thus we are brought back to the head of the Plaisance, and find ourselves again behind the Woman's Building. We cannot reach that building without passing the Circular Railroad Tower, the last—or the first, if you please—of the wonders of the Plaisance. The tower will be 400 feet in height and 100 feet in diameter, and will look not unlike the Leaning Tower of Pisa. Around it will run a spiral railroad with two tracks. On one of these tracks the cars will be hauled to the top by means of a cable moved by electrical power. Then they will descend by gravity, and the passengers will enjoy a novel, if not a dizzy, journey.

CHAPTER XXI

ORNAMENTS AND ODDITIES

THE "pop-corn man" at the Columbian Exposition counts upon a profit of at least \$100,000 from the sale of his goods there and he is no visionary. He obtained the same concession at the Philadelphia Exposition in 1876 and cleared \$70,000. He will dot the Exposition Grounds with pretty little stands that will be long the subject of tender memory with those who like their corn when it is hot. But there will be hundreds of other kiosks, boxes, pavilions, and booths at the Colossal Fair, and if we include a mention of a few of the still larger and more ambitious houses for the sale and exhibition of the things the crowds will want, we start upon a chapter of uncommon interest.

Clams and baked beans will at last receive their glorious deserts. It has been reserved for the Columbian Exposition to pay the debt of an admiring world to these marvellous sources of Massachusetts' greatness. The Clam-bake Building, 180 feet long by 60 feet wide, will be one of the prettiest edifices on the Fair Grounds. Mr. Sandier is the architect, and, catching the true spirit of the clam and the Boston bean, has designed a building whose beauty is in its simple lines and modest ornamentation. To be sure, the panels of its entabla-

ture are decked with carved fish-nets and sea-shells, and its projecting balconies will appear gay with color against the white walls, but in the main the theme of the building is approached with proper reverence. Here the clam-baking will be done in pure Yankee style. A great court, running through the building to the roof, will rise above an enormous and incessant clam-bake in the basement, down upon which all visitors to the building may gaze. I do not know why the appetizing gases and perfumed odors of the succulent composition of clams, sweet corn, and other "goodies" should be drawn or sucked away so as not to rise to the noses between each pair of devouring eyes, but this is to be done. A forced draught will carry up the chimneys that delicious effluvia which is to a true Yankee what the odor of incense is to other devotees. There will be a restaurant on the second floor over the bake, and a roof-garden will render the top of the house useful. This is the work of Boston capitalists—I had almost said philanthropists.

The Leather Building is on the lake shore near the Forestry Building. It is built at the expense of a combination of men in the leather industries. This will be rather one of the larger than of the subordinate houses, for it will have a length of 600 feet and a width of 150 feet. It will cost \$100,000. In it the leather men will combine in exhibiting the machinery and products of manufacture in this country. Of shoes, saddles, and trappings, and of many other sorts of leather-work, both the ancient and curious and the modern and perfected articles, they will make one of the notable exhibits at the Fair.

The Convent of La Rabida, to which Columbus retired



MRS. CHARLES HENROTIN
(Chicago, Illinois)



MRS. SUSAN RILEY ASHLEY
(Denver, Colorado)

at Palos, in Spain, after his disappointment, and before the King and Queen reconsidered his project, will be restored in staff as nearly as human ingenuity can make it. In it will be shown all the Columbiana that can be gathered; all relics of Columbus—books, pictures, portraits, and everything that illustrates his life and adventures. This will be the work of the Latin-American Department, and a man-of-war will be sent abroad to collect and to guarantee the safe conduct of the precious relics to our shores. Possibly the last lineal descendant of Columbus, the Duke of Veragua, now living in Spain, will accept an invitation to come and live in the convent during the Exposition.

The Choral Building is put up by the Exposition managers. It is so large that it will accommodate an audience of 5700, a chorus of 2000 persons, and an orchestra of 160 persons—all seated as if around the sides of a sloping bowl, for the whole interior is an open circular amphitheatre with rings of seats one above the other and with the conductor at the bottom, as if he stood in the heart of an unfolding flower. Externally the building is a modest square pile, Ionic in character, and very plain and chaste. Those who see it will be most impressed by its noble porch recessed behind heavy Ionic columns. Francis M. Whitehouse, of Chicago, is the architect, and the dimensions of the building are 250 by 260 feet. This hall the Exposition managers will put at the disposal of the various choruses that are to be features of the Fair, sometimes in competition one with another. Other musical entertainments, such as oratorios and the Welsh eisteddfod, will be presented here.

A concession has been granted to one of the very

swell restaurateurs of Paris, who will be backed by New York capital, that is to be expended in putting up a very notable restaurant building. It will be pretty in its exterior effects, but its interior marvels will pale all its other attractions, for it is proposed to fit it palatially, so that there shall be no other dining-place so rich and attractive in all America. The most artistic furniture and decorations will embellish it, and the rarest china and glassware, contributed by the principal foreign manufacturers of such wares, will equip its tables when they are set. The building will contain fifteen private dining-rooms. The famous "Joseph," long of the Café Americain and now of the Café de Paris in that city, will be the *chef*. He is the man whom one of the Vanderbilts salaried and brought to America a few years ago. In all probability the French possess a word to explain what Joseph is, for he is not a cook or a *chef*. He is an artist of the table, of the dining-room, rather than of the kitchen. It is said of him that he can so embellish and serve the most ordinary green apple that it becomes a thing which men will bid against one another to acquire. His art is the science of tempting men to dine, of arousing an appetite, of making every edible and dish take on a new attractiveness under his way of serving or displaying it.

It is impossible to estimate the number of restaurants that will offer meals to those who visit the Fair. Every nationality will maintain its own restaurants and modes of preparing food. Wherever the nations seek to reproduce their peasant life or novelties, a dining-place will be one feature of such exhibition. All the great buildings of the Exposition proper have been planned with profuse arrangements for restaurants, varying in

scope and excellence. Near the stock exhibit, and where men will go to look at masses of machinery, or to wrap themselves up in the study of a serious subject, the restaurants will be mere lunch-counters; whereas in the heart and the gayety of the crowds there will be bountiful and elaborate provision for eating. The great structure for the exhibition of manufactures and liberal arts, the largest of the enormous palaces, will contain more restaurants than are to be found in some cities. The twenty-five-foot loggia along the east side of this building is one-third of a mile in length, and it will be lined with restaurants, all facing Lake Michigan. The restaurateurs will have the right to set tables out on the promenade, as is done on the boulevards of Paris. It is hoped here to show the working and service of all nations in the widest and most attractive variety, so that merely to walk past them and to see the Japanese and Javanese, the French, the Swiss, and all the others, with their differing eating-houses, will be a joy and wonder in itself.

Ceylon will have a typical and beautiful pavilion—one of those low-roofed palaces with richly-carved posts, red tiles, and all the ornate characteristics of Indian architecture with which those of us who love pictures are familiar. Turkey is to have a building fifty feet square, which will be an exact copy of one now in Constantinople. It will be all open underneath, and supported on gaudy columns, gayly roofed; but the wonder of it will be that it will be all inlaid with mother-of-pearl. This building is designed as a sort of rendezvous. It has already been built in Turkey, and is in readiness to ship to Chicago.

The chewing-gum man who has bought the right to

sell that commodity -which, as we read on the Chicago fences, all gentlemen chew after drinking, and all ladies chew to "lubricate their throats"—is not going to be distanced by the pop-corn man. He will have as many stands as the other, and all his little marts will be as pretty as so many statues in a park. The officials insist that they shall be pretty, or they shall not be at all. Then, again, there are to be scores and scores of cent-a-glass pure water kiosks, little pavilions for the sale of an absolutely pure water brought from springs 100 miles away. The entire great area of the Fair Grounds has been piped for conducting this supply to the different stands. The toilet and retiring rooms for ladies and gentlemen will not be scattered about the avenues in the manner that formed so bad a feature of the Paris Exposition. They will be arranged in groups in all the large buildings, at the entrances, and at central points. They will be under careful supervision, and alongside those which are free will be those in which for a small fee of, say, five cents, the full advantages of a neat and complete wash-room with willing attendants can be enjoyed away from the crowds and at ease. The plumbing will be of the daintiest and most perfect character. The work of preparing it has been put in the hands of a syndicate of leading plumbers.

Set about the great park-like grounds in all suitable places will be picturesque flower-stands presided over by pretty young women, the buildings themselves being subordinated in beauty to the masses of blossoms and bouquets which will be heaped within them, as one sees such stands on the Parisian boulevards.

In half a dozen places there will be ornate music pavilions, very gay in colors, and of the French renaissance



COL. G. R. DAVIS

type of construction design. Mr. Theodore Thomas's agents have been abroad to secure all the famous military bands of Europe. These will be heard at one time or another, alternating their performances in the various pavilions. There will be an abundance of this very best of out-of-door music by the noted orchestras of all the gay places of Europe, such as Homburg, Monte Carlo, Vienna, Berlin, and by such bands as that of the Coldstream Guards, of Strauss, of Suza of Washington, and by whichever are the foremost bands of St. Petersburg and Paris.

At the principal points of view, particularly around the crystal lagoon, wherein the Wooded Island lifts its restful height, will be built blooming bowers of leafage. The vines of which these shady nooks will be formed will train over trellises resting upon ornamental columns or upon hermes, those pedestals ending in busts of satyrs such as are seen at Capri. These retreats, called pergulas by the learned, will be free, and most delightful to all who are tired or who wish to sit and drink in the memorable scene among the great palaces, under the flutter of a myriad of gay banners, and amid the bustle of armies of trooping sight-seers.

In front of the great building for manufactures, between it and the trim shelving shore of Lake Michigan, will be a row of ten rather large pavilions of very rich design. Two of these elaborate gems of art have been taken by rival chocolate houses. One is being designed by Carrere & Hastings, of New York. It is in the Louis XV. style, very luxuriant in its carving, and gayly colored in the tones of Dresden china. It will be a perfect gem. The other will doubtless vie with it. In these two tiny palaces the public will be asked to drink choc-

olate served by comely maidens in bewitching costumes, the beverage being offered in only the daintiest china. The Japanese have secured another of these ornate pavilions for a native tea-house, and undoubtedly the others will be taken by different nationalities for similar purposes.

CHAPTER XXII

A WONDERFUL MINERAL EXHIBIT

IN a very prettily located position stands the great building devoted to mining and metallurgy. It forms one of the group which has for its centre-piece the commanding and graceful Administration Building. It faces at the south the Grand Central Court; at the north, the waters of the Lagoon. The great throng of visitors which will move in from the terminal station, and stream out around the western line of exhibit buildings, will course through the structure which is to house the offerings to the Genius of Mining.

The substantial and ornate exterior is suggestive both of the fundamental character of this industry and of the thousand and one brilliant, handsome, and unique forms of mineral wealth to be displayed in the interior. The symbolical figures of miners with picks and pans in hand, adorning the walls of the lofty arched portal, teach their lesson that the opulence of precious metal and costly gem to be lavishly displayed within is, as in all other industries, only achieved in terms of toil.

The scene which will be presented by the interior will certainly be an attractive and striking one. Let us anticipate what it will disclose. We find ourselves within a capacious hall, 700 feet long, 350 feet broad, and almost

100 feet high. The glass-covered roof seems to have a light and airy support, its cantilever truss branching from and sustained by only two widely-separated lines of graceful columns. We see a strikingly beautiful display confronting us—glittering minerals, many-colored assortments of ore, towering stacks of shining metals, trophies, bunting, half-discerned descriptive shields, everything in such profusion as to be at first bewildering.

To make a closer survey, we walk down the broad central avenue which forms a promenade the length of the building. Bullion Boulevard it might aptly be termed, from the mass of riches heaped upon the fronting spaces. On the western side of this avenue are arranged the exhibits of the leading mineral-producing foreign countries, beginning with the Central and South American States. The lands of the Aztec and Inca, in respect to the variety of resources and prodigious output of metal, still vie with their northern neighbor. It is a case of age and natural fertility as against youth and future productiveness. The mines, worked from prehistoric times, with whose gold Cortez loaded his returning galleons, and which were still active when the great discoverer Alexander von Humboldt described them, still revel in the record of their ancient greatness and prove their present stores inexhaustible. Lining the opposite side of the avenue have been located the treasure States of our own country. These States, through their organized boards and regularly appointed officials, have for many months been assiduously employed in gathering and selecting exhibits possessing an inherent interest and attractiveness, and characteristic of their respective States. As each State and Territory owns, for Exposition purposes, the space it occupies, the result has



THOMAS W. PALMER, PRESIDENT
(Michigan)

been a great rivalry as to which shall excel in the matter of comparative exhibits, arrangement, and decorations. The variety of mineral products, allowing a wide difference of treatment, together with great diversity in the tastes of the designers, has therefore transformed the State sections into a series of ever-changing scenes, mirroring the typical mineral resources and industries of each one. Monotony is lost as in the glittering transformations of the kaleidoscope. Here granite-ribbed New England, demonstrating the solidity of her foundation, exposes in cube and slab the beauty and excellence of her justly celebrated quarries. From the vast coal basins of the carboniferous forests the great States of the Appalachian region and Ohio valley appropriate a plumage, all their own, of shiny blackness, and fashion this murky material into singular and felicitous embellishments.

In the centre of one space are trophies in glistening, moulded metals; here, curious arches of iron and steel, resting upon massive blooms and billets; there, a statue in bronze, brass, or copper, supported by pedestals of curiously wrought metals. In the centre of another section pillars and pyramids of salt of rare crystalline whiteness and beauty, almost blinding in their brilliancy, are reinforced with an assortment of the different evaporated and mined saline products; over there, a dioramic view of a western desert, with a train and teams made of borax realistically springing from the painted scene. The South substantiates the "boom" she has received during the last decade by exhibiting collections of her many commercial minerals, such as mineral fertilizers and pigments, clays, and her numerous precious and base metalliferous ores. The gold and precious stones of

North Carolina, the phosphates of Florida, and the iron ores of Alabama are assembled in this world-wide exhibit. But in the realm of the metals it is the great and unbounded West that presents the most wonderful display of limitless wealth. California, Colorado, Montana, Idaho, are names synonymous with golden opulence. The nuggets of placer gold, the heaps of quartzose ores, full of the yellow metal, and bullion, stacked on every side, attest the fact that these are the sovereign mining States. A large semicircular court in the centre of the building is adorned with a trophy tower, formed by a cluster of typical machines employed in the mining industry, and emerging at the base from a massive and artistic mineral foundation, appropriately graced with shields and ensigns. This is intended to be the principal rendezvous of the building. From it radiate avenues, aisles, and transepts, which render all the exhibits easy of access. Foreign countries, like Great Britain and Germany, on one side confront the greatest of our mineral States on this open central arena.

In one direction we discern the outlines of the heavier machinery used in mining, both underground and on the surface, for the extraction of the ores and their final reduction. The exploitation of this machinery is complete in every detail. One can trace the ore through every stage of these processes. Drills and cutting machines take out the ore; automatic hoisting and conveying appliances transport it to the crusher and stamp-mill; a smelting plant reduces the assorted ores, and turns out the metal in ingot form. Most interesting of all the exhibits in this division, for the average visitor as well as for the mining engineer, are the different applications to which electricity has been put in the new and fruitful

field of mining. Its ease of transmission has availed to make of it an exceedingly efficient motor agent, and the most improved mines at the present day employ electrically-driven rock and core drills, and underground trains, while some of the hugest mining pumps and hoists are of the electric variety. Electricity fires the blast, gives the signals, and, in some cases, lights the mines. As a principle in mining machinery it is becoming indispensable. The display, offering as it does an unparalleled opportunity for comparison and study, cannot fail to give a tremendous impetus to its further development in this direction.

A series of most entertaining and instructive exhibits are the collections of archæological mining tools and apparatus employed in the earliest days of mining history. These are arranged in a progressive order, and thus present the successive advances made in the improvement of each particular kind of machine. For example, we have shown to us, in this comparative manner, the methods employed by the ancients, or primitive peoples, for sinking shafts, driving and timbering tunnels, and for hoisting and transporting the ores. The pick, hammer, and chisel are contrasted with compressed and electric rock drills, and with powerful machines which cut out the mined material in huge blocks. The straight-laddered pole, up which climbs the South American native miner with ponderous burden of ore baskets, is placed beside the old-fashioned windlass and basket. This in turn is succeeded by the engine and bucket, or cage, the improved engine and hoisting-drum, and, finally, liquid-lifts and electric hoists. A picturesque group, consisting of a burro laden with panniers of ore, urged on by his native driver, represents the first stage

in the surface transportation of ores, the series ending with belt conveyers, automatic tramways, and hydraulic transmission of coal and ores through a liquid medium. Beginning with the grinding mortars and stone mills, relics of the earliest ages, we are shown a variety of antique and curious crushing appliances, such as the historical *arastra* of Mexico (several oblong stones revolved in a circular vat by mule-power), and we finally halt before the modern stamp and gold mill with all the accessories for separating and sorting the ores.

In the metallurgical section an exhibit of great historic interest is the original Bessemer converter, the first device ever used for the manufacture of steel by the pneumatic method. This was invented by a Kentuckian (Kelley), and patented two years prior to Sir Henry Bessemer's claim. Of course, the operation of that wonder of the age, the steel-rolling mill, is exhibited in miniature models of the machinery, diagrams, and pictures, and specimens of the product at different stages of manufacture. The electrical reduction of the metals—aluminium, copper, and tin—forms a very interesting and attractive exhibit, the actual process proceeding under the eyes of the visitor.

The Cape Colony exhibit comprises an exact reproduction of the machinery and methods employed for mining and washing gems in the famous South African diamond fields. We can easily imagine ourselves at the Kimberley mines, as the machinery before us stamps, chops up, and washes the diamondiferous blue clay, and the native Kaffirs at the sorting-tables pick out and arrange the precious pebbles according to size and quality. The lapidary is at hand with his chisel and wheel; takes the stone, chips off a bit here and there, polishes the



JOHN T. DICKINSON, SECRETARY
(Texas)

facets, and dazzles the eye with the brilliant and flashing rays of a perfect gem.

At the side or end of the building we ascend a broad flight of stairs to the spacious gallery. From this point of vantage the spectacle afforded by the varied display below is indeed inspiring. The avenues and transepts, as revealed in a bird's-eye view, mark out four large open rectangular exhibit sections, and two narrower areas contiguous to the walls of the building on either side. Every bit of these spaces seems alive with the gleam and glitter of mineral and metal, and the tremulous motion of machines. Turning from the rail, we find ourselves among handsome glass cabinets containing collections of crystals—flawless and unique. Down another alcove is a complete set of gold and silver bearing minerals, simple to complex, flecked with grains of their white or yellow ingredient. The blues and greens of copper, the yellows of sulphur, and the many-shaded iridescence of other crystalline minerals, all intermingle to make a pleasing effect in color. Model after model of famous mines and mining establishments is arranged on tables, and these are so constructed as to permit the display of both exterior and interior workings. Large relief maps in papier-maché illustrate the geographical and geological distribution of minerals, and ores; while upon the wall hang charts and diagrams giving historical and statistical data. Hard by are the headquarters of the mine engineering profession, geologists, and other scientists. A scientific library, containing several thousand volumes of rare and valuable works on gems, minerals, mining and metallurgy, catalogued and available for reference, is installed in a quiet corner of the gallery, and is under the charge of a librarian. Here, too, all of the periodicals devoted

to these industries or the allied sciences have files of their current issues. Rare and interesting photographs, engravings, and prints of objects possessing special and technical interest, are exhibited for the instruction and entertainment of the miner, engineer, and scientist. The laboratory for assaying is a luxury and convenience far-sightedly provided by the management. It is conducted for the benefit of exhibitors, but so many interesting operations are involved that it becomes itself a fascinating and instructive exhibit.

I find in the *Chicago Times* a short account of the life and character of the department chief who has thus arranged to make dull rocks, crude metals, and cumbrous machinery narrate the history of mining so eloquently and luminously. He is Frederick J. V. Skiff, and was born in Massachusetts in 1851, and there attended school. He went west at the age of seventeen, and became a journalist. In time he came to be part owner and general manager of the *Denver Tribune*, which we are told "required a great deal of hustle to keep it ahead of the procession." The owners sold it, and, later, Mr. Skiff went to the Legislature, to which body he afterwards declined re-election.

"In 1889 he was appointed Commissioner of the State Bureau of Immigration and Statistics, and performed valuable work in this field. He was made a member of the National World's Fair Commission to represent Colorado in 1890, and was chosen for the chairmanship of the Commission's committee on mines and mining. Director-general Davis named him for chief of the department of mines and mining in June, 1891. Under the act of the Legislature of Colorado he was the same year made a member of the Colorado State World's Fair Board.

During his residence in Colorado he has been interested more or less in mining ventures, and during his professional career, and in his official capacity, he has naturally written and spoken a great deal on industrial topics and the questions of raw material and mining. Mr. Skiff made a collection of the mineral products of Colorado, which was placed on exhibition in Chicago and St. Louis in 1889-90. Mr. Skiff is small in stature, but he is big in intellect and large in the hearts of his friends. He has a bulging forehead, with more than the usual quantity of brains behind it. He has a big, bright, kindly eye, as full of language and poetry as Ingersoll's. He is a fine writer, a speaker of power and fluency, and he is altogether a most charming man." Magnetic would have been a stronger word than charming, but otherwise the account of him is adequate.

CHAPTER XXIII

THE FISHERIES DISPLAY

NEVER before was a collection of fishery exhibits distinguished at a universal exposition as ours will be in Chicago in 1893. The great building arranged for housing the collection is one of the most pleasing of the Fair Ground palaces, as well as one of the least conventional ones in its form and ornamentation. Mr. Henry Ives Cobb, of Chicago, the architect, has shown great courage in decorating the structure with the shapes of sea-creatures and sea-forms of very many sorts that easily lend their outlines to artistic uses. The pillars and arches of the colonnades of the building, for instance, are richly and ingeniously decked with turtles, crabs, lobsters, and fish of various kinds, and this is done so that the effects are nearly always beautiful, the general result being entirely so. The type which the building copies is the Spanish Romanesque, and its uncommon form—a combination of three houses—is so ably proportioned and so attractive to the eye that many visitors will doubtless fancy it above most of the other structures on the grounds. The buildings face an arm of the Lagoon, and stand between it and Lake Michigan. They have a united length of about 700 feet. The middle house, which is rectangular in shape, will be devoted

to exhibits illustrative of commercial fisheries, scientific investigation, and the propagation of fish. The annexes are polygonal (sixteen-sided) pavilions, connected with the main building by curved arcades.

The East Pavilion is built for the showing of live fish in aquaria. "In the centre of this building will be a rotunda about sixty feet in diameter; in the middle will be a basin thirty feet wide, in the centre of which will be a mass of rocks covered with moss and lichens. From crevices in the rocks tiny streams of water will rise in miniature fountains, and will drop in spray showers to the basin below. In this pool will be many bright-hued goldfish, golden ides, golden tench, and other ornamental fishes, as well as aquatic and semi-aquatic plants. From the rotunda one side of the larger series of aquaria may be viewed. These will be ten in number, and each will have a capacity of from 7000 to 27,000 gallons of water."

The West Pavilion is to be devoted to the display of the angling paraphernalia of our own and foreign countries, and, in the language of the chief of the department, "bids fair to be the most comprehensive, varied, complete, and interesting collection of everything pertaining to the 'gentle art' that can possibly be brought together, and will be quite unique in character and marvellous in extent. Not only is it expected that a wonderful array of fishing-tackle, tools, and implements will be displayed, but that everything bearing on the subject, either directly or remotely, will be included." This is likely to compass an illustrative collection, showing the evolution of the angler's science from prehistoric times until these days, as well as the processes and paraphernalia of modern barbarians. Out-of-doors the side of the Lagoon will be picturesquely set with fishing-camps of

timber and canvas, and with boats and camping outfits, while upon the adjacent water competitors and exhibitors will show their methods of trolling, skittering, fly casting, and bait fishing.

In addition to the ground-floor space in the buildings there will be very wide galleries in the main structure, so that, in all, more than 80,000 square feet of room will be at the disposal of the exhibitors and visitors. The salt-water for the exhibition of living creatures from the oceans will be brought to Chicago in a condensed form, at one-fifth its natural bulk, and will then be restored to its original condition by the addition of fresh-water. It is expected that Captain J. W. Collins, who is assistant fish commissioner under the Government, as well as the energetic chief of this department at the Fair, will maintain ponds on the grounds for the preservation of fish to replace those which die in the tanks. He will exhibit every fish native to inland waters as well as those which are found off the ocean coasts—everything, I should say, except snakes and whales. It is possible that a baby whale may be shown but to show a splendid one-hundred-and-fifty-barrel right whale would entail an expense for which the department is not prepared. There will be sharks, however, and specimens of every fish of lesser size, shown in glass tanks that will be electrically illuminated when necessary. Crabs, lobsters, oysters, as they live and grow, eyeless fish and all the rest, are being gathered all over the country.

The school-children of San Diego will send a complete collection of California fishes in alcohol and glass. A Maine fisherman will send a twenty-pound lobster, prepared by a taxidermist. From Colorado will come a collection of prehistoric fishes—the oldest in the world

—dug out of rocks of the Silurian Period. They are small, and armored with bone instead of scales. Washington, richest of our States in marine wealth, will make a notable display illustrating the processes of salmon-catching by Indians and by modern means ; of canning, packing, and the manufacture of all fish products. She will show her little oysters and huge crabs, her sea-otters, beavers, fishers, and the rest, either alive, in alcohol, by models or by paintings, and in most cases by every form of exhibition. The general, national, and foreign collection will include everything that relates to the gathering and preparation of pearls, sponges, and all other sea products. Workmen are now making counterfeit forms of all American fishes, imitating them all exactly by making them of an especial composition, moulded in plaster casts taken from the creatures themselves, and then by painting them. A feature of the exhibit will be a restaurant for the exclusive service of fish.

CHAPTER XXIV

CONCLUSION

QUITE as wonderful and interesting as any of the departments and especial exhibits that I have described in the foregoing pages are many of the subjects which, because of lack of space or the scantiness of the information obtainable when this was written, are necessarily gathered in this concluding chapter in a few paragraphs. I am beholden to the excellent guide-book published by the Department of Publicity and Promotion for many of the facts and figures which follow.

The World's Columbian Exposition was created by act of Congress, April 25, 1890. The President, on December 24, 1890, proclaimed the Exposition to the world, and invited foreign nations to participate. The officers of the national board, or "World's Columbian Commission," are: President, Thomas W. Palmer; Secretary, John T. Dickinson; Director-general, George R. Davis. The department chiefs are as follows: Agriculture, W. I. Buchanan; Horticulture, John M. Samuels; Live-stock, Eber W. Cottrell; Fish and Fisheries, John W. Collins; Mines and Mining, F. J. V. Skiff; Machinery, L. W. Robinson; Transportation, W. A. Smith; Manufactures, James Allison; Electricity, John P. Barrett; Fine Arts, Halsey C. Ives; Liberal Arts, S. H. Peabody; Ethnolo-



PENNSYLVANIA BUILDING

gy, F. W. Putnam ; Forestry, W. I. Buchanan, in charge ; Publicity and Promotion, Moses P. Handy ; Foreign Affairs, Walker Fearn ; Secretary of Installation, Joseph Hirst ; Traffic Manager, E. E. Jaycox ; President of the Board of Lady Managers, Mrs. Potter Palmer ; Secretary, Mrs. Susan G. Cook.

The officers of the local board, or "World's Columbian Exposition," are : President, William T. Baker ; First Vice-president, H. N. Higinbotham ; Second Vice-president, R. A. Waller ; Secretary, H. O. Edmonds ; Treasurer, A. F. Seeberger ; Auditor, William K. Ackerman ; Chief of Construction, D. H. Burnham.

The consulting or advisory board of architects consists of Richard M. Hunt, Administration Building ; W. L. B. Jenney, Horticulture Building ; McKim, Mead & White, Agriculture Building ; Adler & Sullivan, Transportation Building ; George B. Post, Manufactures Building ; Henry Ives Cobb, Fisheries Building ; Peabody & Stearns, Machinery Building ; S. S. Beman, Mines and Mining Building ; Van Brunt & Howe, Electricity Building. C. B. Atwood, Designer-in-Chief of the Construction Department, is the architect of the Peristyle, Columbus Porticus, Music-hall, and Casino, the Fine Arts, Forestry, and Dairy Buildings, and the Terminal Depot. Miss Sophia G. Hayden is architect of the Woman's Building.

The space under the roofs of all the buildings and sheds is more than 200 acres. The grounds themselves comprise 633 acres. The admission fee during the Exposition, from May 1 to October 30, 1893, will be 50 cents. The Fair Grounds are seven miles south of the City Hall, and can be reached from the heart of the city by frequent trains of the Illinois Central Railroad, which

make the trip to Woodlawn (beside the Fair Grounds) in forty-five minutes, at a cost of 25 cents for the round trip; by several lines of steamboats starting near the foot of Van Buren Street, and making the trip in an hour, for the same fare; and by the Cottage Grove Avenue cable-cars, which afford a slower but delightful ride for 5 cents fare.

The foreign nations which will formally or informally participate in the Exposition are here set down, together with the amounts of money they have set apart for their expenses. This does not include the sums of money, often very large indeed, which individual exhibitors will spend, or which their displays will cost.

Argentine Republic.....	\$100,000	Canada	\$100,000
Austria	102,300	Cape Colony.....	50,000
Belgium.....	57,900	Ceylon	65,600
Bolivia.....	30,700	Fiji.....	
Brazil	600,000	India	
Bulgaria.....		Jamaica.....	24,333
Chile (informal)		Leeward Islands	6,000
China	500,000	Malta	
Colombia	100,000	Mashonaland	
Costa Rica.....	150,000	Mauritius	
Denmark.....	67,000	Newfoundland.....	
Danish West Indies	1,200	New South Wales.....	243,325
Ecuador	125,000	New Zealand.....	27,500
Egypt (informal).....		Queensland (informal)...	
France	733,400	South Australia.....	
Algeria		Straits Settlements.....	
French Guiana.....		Tasmania	10,000
Germany.....	690,200	Trinidad.....	15,000
Great Britain.....	291,990	Victoria	97,330
Bahamas		West Australia.....	
Barbadoes.....	5,840	Greece.....	57,000
Bermuda.....	2,920	Guatemala.....	200,000
British Guiana.....	25,000	Hawaii	
British Honduras.....	7,500	Hayti	25,000

Honduras	\$20,000	Roumania	
Italy		Russia	\$46,320
Erythria		Salvador	12,500
Japan	630,765	San Domingo	25,000
Korea		Servia	
Liberia		Siam	
Madagascar		Spain	14,000
Mexico ...	50,000	Cuba	25,000
Morocco	150,000	Porto Rico	
Netherlands		Sweden	53,600
Dutch Guiana	10,000	Switzerland	23,160
Dutch West Indies	5,000	Transvaal	
Nicaragua	30,000	Turkey	
Norway	56,280	Uruguay	24,000
Orange Free State	7,500	Venezuela	
Paraguay	100,000		
Persia		Total	\$5,936,063
Peru	140,000		
Portugal (informal)		Fifty nations.	
Madeira		Thirty-four colonies.	

Forty States and Territories had, at the time this was compiled, determined to erect buildings on the grounds. These buildings will cost from \$10,000 to \$100,000 each, with the exception of the Illinois building, which cost \$250,000, and almost ranks with the principal palaces in the park. These are the States whose Legislatures have appropriated sums for State buildings, with the sums thus voted:

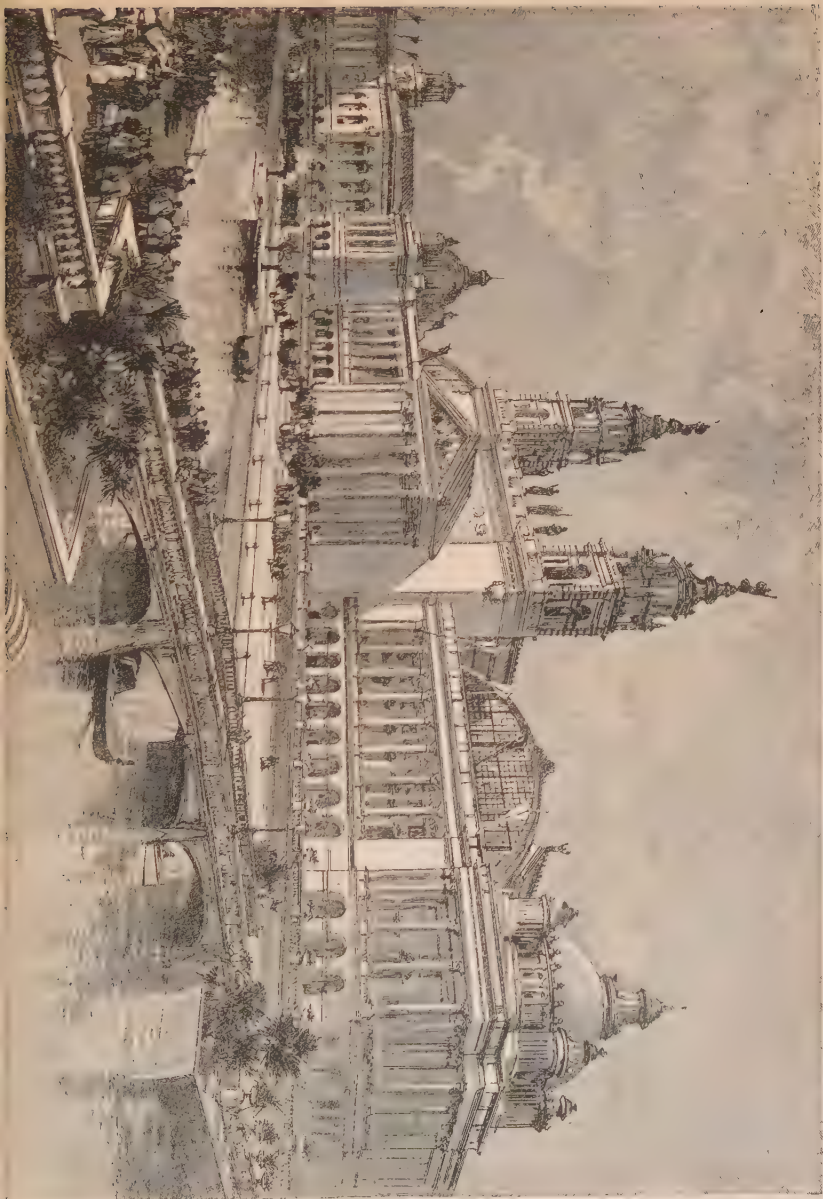
Arizona	\$30,000	Louisiana	\$36,000
California	300,000	Maine	40,000
Colorado	100,000	Maryland	60,000
Delaware	10,000	Massachusetts	150,000
Idaho	20,000	Michigan	10,000
Illinois	800,000	Minnesota	50,000
Indiana	75,000	Missouri	150,000
Iowa	130,000	Montana	50,000
Kentucky	100,000	Nebraska	50,000

New Hampshire	\$25,000	Vermont	\$15,000
New Jersey.....	70,000	Virginia	25,000
New Mexico....	25,000	Washington	100,000
New York.....	300,000	West Virginia.....	40,000
North Carolina	25,000	Wisconsin.....	65,000
North Dakota.....	25,000	Wyoming.....	30,000
Ohio.....	125,000		
Pennsylvania	300,000	Total.....	\$3,441,000
Rhode Island.....	50,000		

Funds to be raised by other States by subscription . . . \$385,000

The States which have made appropriations are, in many cases, raising additional sums by subscription, or hope to get additional appropriations. It is predicted that the total amount that will be raised and expended by all the Commonwealths and Territories will approximate \$5,000,000. Alabama, Arkansas, Florida, Georgia, Kansas, Oregon, and South Dakota are the States which have failed to make appropriations. The commissioners at work in Georgia and Kansas are pledged to raise \$100,000 each; Oregon and Florida hope to raise \$50,000 apiece.

The United States Government Building—not one of the most admirable structures from an artistic point of view—is 415 feet long and 345 feet wide, with a floor surface of 6.1 acres. It cost \$400,000, and was designed by Government Architect Windrim. The Government display includes exhibits by the departments of War, State, Post-office, Treasury, Justice, Agriculture, Interior, the Fish Commission, National Museum, and the Smithsonian Institution. The Mint will contribute examples of every coin made by the United States, and the Bureau of Engraving and Printing will send samples of all the paper-money. A life-saving station, completely equipped, will be in operation on the lake shore. There will



be shown a map of the United States 400 feet square, made of plaster, and on a scale showing the exact curvature of the earth's surface, the height of mountains, etc. There will be an exhibit of heavy guns and explosives, and a daily battery drill in the space east of the Government Building. The famous brick battle-ship, sheathed in armor, and looking like a real vessel, though built upon the lake bottom, is part of the Federal exhibit. It cost \$100,000, and is 348 feet long by 69 feet and 3 inches width amidships. The exhibit of the Navy Department will be shown in this ship. The very large guns on board will be "make-believe," but the machine-guns and smaller arms will be actual weapons. The boat will be manned like a man-of-war, and the life of our blue-jackets aboard ship will be followed to the letter. The uniform of our naval sailors in the past will be worn by janitors on the vessel.

But the most interesting reminder of war at the Exposition will be the display made by Herr Krupp, the gun-maker of Essen, in Germany. His exhibit cannot be landed in New York, or, in fact, anywhere on our coast except at Sparrow Point, where a great steel-works employs a crane that will lift 135 tons. The great Krupp gun weighs 122 tons. It is said to be as thick at the breech as the average lower story of a house, and it is fifty-four feet in length. The railroad company that is to transport it to Chicago is obliged to build cars specially for the purpose of carrying it and its accessories, and these are constructed after plans prepared by Krupp. The German Government will show, in front of the Krupp exhibit, a mediæval fort with bastions projecting into the lake and mounted by rude and very ancient cannon, the property of the Krupps.

The Eiffel Tower of this World's Fair is no tower at all, but merely one of the Exhibition palaces. It is the building for Manufactures and Liberal Arts. It is by far the largest house the modern world contains. It is 1687 feet long and 787 feet wide, so that to walk around it is to move 4948 feet, or only about 300 feet short of a mile. The great trusses of its roof—the largest ever built—have a span of 382 feet, and of 354 feet in the clear. The height of the trusses over the central hall is 212.9 feet, the clear space between the floor and the roof being 202.9 feet. The building covers 30.47 acres, and with its galleries offers 44 acres of floor space. It cost \$1,700,000. It contains 17,000,000 feet of lumber, 12,000,000 pounds of steel in the trusses over the central hall, and 2,000,000 pounds of iron in the roof of the nave. Mr. George B. Post, the architect, of New York, who designed the building, did not at first include the vast roof, which is one of the wonders of the world. The structure included a central court with the features of a noble garden; but when more space was demanded than was contained in the outer pavilions enclosing this court, a bit of charcoal held between the fingers of the architect swept over the plan of the building, marking a curve that bridged over the central space and outlined the character of the edifice as it is now completed. That stroke of the charcoal added a cost of \$450,000, but ennobled the building as none of the sort ever was.

The official guide issued by Major Handy's department makes known these extraordinary facts about this colossal pile:

“The building is rectangular in form, and the interior is divided into a great central hall, 380 by 1280 feet, which is surrounded by a nave, 107 feet wide. Both

hall and nave have a 50-foot gallery, extending entirely around them. This building is the largest in the world, and is the largest one ever roofed over. Its unequalled size makes it one of the architectural wonders of the world. It is three times larger than the Cathedral of St. Peter, in Rome, and any church in Chicago could be placed in the vestibule of St. Peter's. It is four times larger than the old Roman Colosseum, which seated 80,000 persons. If the great pyramid Cheops could be removed to Chicago, it could be piled up in this building with the galleries left from which to view the stone. The central hall, which is a single room without a supporting pillar under its roof, has in its floor a fraction less than eleven acres, and 75,000 persons can sit in this room, giving each one six square feet of space. By the same arrangement, the entire building will seat 300,000 people. It is theoretically possible to mobilize the standing army of Russia under its roof. There are 7,000,000 feet of lumber in the floor, and it required five car-loads of nails to fasten the 215 car-loads of flooring to the joists. Six games of out-door base-ball might be played simultaneously on this floor, and the ball batted from either field would insure the batsman a "home run." The Auditorium is the most notable building in Chicago, but twenty such buildings could be placed on this floor. There are 11 acres of skylights and 40 car-loads of glass in the roof. The iron and steel structure of this roof would build two Brooklyn bridges, while there is in it 1400 tons more metal than in the Eads Bridge at St. Louis. There are 22 main trusses in the roof of the central hall, and it required 600 flat cars to bring them from the iron-works to Chicago. These trusses are twice the size of the next largest in existence, which are 90 feet

high and span 250 feet. The latter are in the Pennsylvania Railroad Depot at Jersey City.

"The lumber in the Manufactures Building represents 1100 acres of average Michigan pine-trees. This building will be provided with 10,000 electric lights. Its aisles will be laid off as streets, and lighted by ornamental lamp-posts, bearing shielded arc lights."

The Machinery Hall, the work of Messrs. Peabody & Stearns, of Boston, cost \$1,200,000, and offers 6.2 acres of floor space. It is 846 feet long and 492 feet deep, and the main building is built as if it were made up of three train-sheds side by side, the trusses of the shed roofs reaching 100 feet in air, and having a span of 130 feet. In the power-house adjoining the building 24,000 horse-power will be provided, one of the great engines being twice the size of the world-famous monster "Corliss," that was a notable feature of the Philadelphia Centennial Exposition. For supplying part of the power needed by the Electrical Building there will be a multipolar dynamo of enormous size, and of 1500 horse-power, coupled by an axle directly to a triple-expansion engine. The boilers in the power-house will constitute a battery 600 feet in width.

A beautiful exhibition will be that in the Horticultural Building, whose dome, rising as lightly as, and with the transparency of, a soap-bubble, is of glass, and is 180 feet in diameter and 132 feet in height. Mr. L. B. Jenney, of Chicago, is its architect, and it cost \$300,000. It is formed of three pavilions, and will, amid the wealth of the plants and flowers of the wide world, display the tallest tree-ferns, palms, and bamboos. There is no use of iron in the great Forestry Building; even the place of bolts being taken by wood in the form of pins. The ex-



HAISEY C. IVES
(Missouri)



W. T. BAKER

terior will show a grand series of columns made of tree-trunks with the bark left on. There is a floor area of fifteen acres in the richly decorated and beautifully designed structure for the agricultural display. It is the work of Messrs. McKim, Meade & White, of New York. This also supports a great central dome of glass, which in this building is 130 feet high. The cost of the building was \$620,000. For the Stock Exhibit are sheds enclosing forty acres, and a pavilion containing an amphitheatre and exhibition ring. This series of structures caused an outlay of \$335,000. Near the Sixty-second Street (Woodlawn) entrance to the grounds is a complete and modern hospital for the treatment of all who are injured or taken ill upon the grounds. The buildings of all sorts are insured against fire, and the amount of insurance has been increased as the work on the Fair Grounds has progressed. It is thought that, finally, the buildings will carry an insurance in \$6,000,000, while the full insurance taken by the Exposition officials for its own property and goods held by it in trust may reach \$15,000,000.

An independent exhibit, already at Chicago, is the old whaler *Progress* of New Bedford, Mass. She is a splendid example of the type of vessels which formed our once formidable whaling fleet of romantic memory. Bark-rigged, with immense spars, and with her hull painted like a corvette, she looks as trim as a war-ship. Her history warrants the exhibition, for she has seventeen times rounded the Horn, and has forty times sailed into the Arctic Ocean. She carries all the paraphernalia of a whaler, and her equipment forms a museum.

At least one feature of a private collection of Alaskan curios that will be brought to the Fair by a trader will

interest all who love the beautiful. This will be a number of blankets of the down of eagles, which the coast Indians make by pulling the feathers out and piecing the skins of the great birds together.

The Government has recognized the World's Congress Auxiliary as the proper body to superintend the holding of a series of world's congresses in Chicago during the Fair. The officers are: C. C. Bonney, President; Thomas B. Bryan, Vice-president; Lyman J. Gage, Treasurer; Benjamin Butterworth, Secretary; Clarence E. Young, Assistant Secretary. Agriculture, Art, Commerce and Finance, Education, Engineering, Government, Literature, Labor, Medicine, Moral and Social Reform, Music, the Press, Religion, Science and Philosophy, Sunday Rest, Temperance, and a miscellaneous or general division—embracing topics not included under these headings—are the classified subjects to be discussed. But these, in turn, have been subdivided into several times as many divisions, each to be the subject of a congress, and each in charge of a committee. The congresses will, in general, be held in the new building of the Art Institute, now in course of erection on the lake front, in the heart of the city.

THE CHICAGO FIRE

SOME NEW LIGHT ON THE OLD STORY

BY HOWARD H. GROSS



THREE years of careful research and study devoted by the writer to gathering data for the creation of the great Cyclorama of the Chicago Fire, now so happily completed, brought to light considerable new matter, some of which seemed to him to be of great interest, the most important being the discovery of the *origin* of the fire. Contrary to popular belief, neither Mrs. O'Leary nor her still more famous cow was the responsible party; but it was rather a couple of nervous lovers who were called on by an assemblage of friends to procure, by hook or crook, sufficient milk to serve some oysters for the party. It was suggested that they make their way by stealth into the O'Leary stables and milk some of the cows there. The action quickly followed the thought; an entry was soon made. The young lady, though naturally nervous, was now even more so, in the unique position of fire-breaker; and the scampering-away of an innocent mouse was that was necessary to cause her to drop the lamp she was carrying. The world and the Insurance Companies know the rest.

The figures that pertain to the great Fire are astounding; and it is only when one stands upon the platform of the wonderful Cyclorama of the Chicago Fire, amid the historic ruins of the old city, when palace and hovel are joining the kingdom of ashes with fire everywhere—we can realize that from start to finish the flames swept over an area and reduced to ruin 125 acres of buildings every hour; that it wiped out property at the alarming rate of \$2500 every heart-beat, a million dollars every five minutes, all night and all day long; that the flames turned six thousand people homeless into the streets every hour; that if all the buildings burned were placed end to end they would make an unbroken row a hundred and fifty miles long. It is only *then* the mind can grasp in any true degree the scope and character of this greatest of all disasters.

ARCHITECTS OF DAINTY WOMAN'S HEAD-DRESS

Sisters! look ye,
How by a new creation of my milliner's,
I've shook off old mortality!

—JOHN FORD.

It has been said by one whose sayings have become a part of common lore of all mankind that "the mantle makes the man."



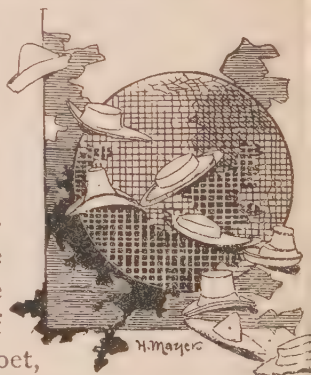
With equal truth it may be asserted that the bonnet makes the beauty.



"Virtue may flourish in an old cravat;
But man and nature scorn a shocking hat."

Dainty woman needs a dainty bonnet—and knows it. Susceptible man admires—and pays for it.

A community may scorn the refinements of dress, but they sometimes do those of mind and manner, but the fact remains that Fashion is king, the milliner an architect whose creations are the thermometer that marks the march of civilization. The character and refinement of the people of a nation may be very accurately judged by the bonnets of its belles. Paris, where sooner or later are met all whom genius endows with fame, wears as the fitting crown of superiority the productions of the master-milliners of the world. London and New York have indexed their progress by the art of the milliner as well as that of the poet, painter, and sculptor. Chicago, and the country tributary to



boasted always of its beautiful women, and may now assert, without fear of contradiction, that their pretty faces peep from beneath pretty bonnets. Rapid transit, modern means for the quick interchange of ideas, the aspirations of American women themselves, the demands of the enterprising milliners of the minor cities and towns, and the up-to-date methods of the young men who have of late assumed control of the old firm of GAGE BROTHERS & CO. are responsible for this fact. This firm, which is one of the seniors in Chicago business circles, was established in 1856, and has a reputation that is a synonym for success and business integrity. With the firm's late incorporation and the advent of young blood, the dictatorship of fashion in millinery has crowned long years of faithful endeavor. The firm consists of five young, vigorous, and progressive Chicagoans: Messrs. Fred. Bode, C. C. Wetherell, A. A. Adams, C. L. Nelson, and Geo. Ebeling. All young men, and long connected with leading wholesale houses of Chicago, these gentlemen are most favorably known to the millinery trade. They have grasped the great need in their line and supplied it. The milliner's demand is for designs—patterns—stamped with artistic originality. Next they want hats that will match these designs, and the materials with which to trim them, and in perfect consonance with the patterns. The undisputed pre-eminence of GAGE BROTHERS & CO. is due to the fact that they have helped to make and then meet this demand. Their patterns are always the best product of the best artists. Their motto is—Fashion first and always. Equally important, their hats and materials are purchased by master-buyers, and ever with the patterns in view. These two facts are the foundation upon which GAGE BROTHERS & CO. have built a national reputation. It is their determination that customers, after viewing their patterns, the product



of great artists, shall make their purchases from a stock every
 tie of which is in harmony with the patterns shown. Pat
 hat, and material are purchased by skilled buyers—buyers with
 one great point in view, of making them harmonious
 satisfying in every respect. That which is pict
 in GAGE BROTHERS & Co.'s pattern-roo
 to be found and pur chased in the st
 rooms. All through the great stock
 crowds the five floors of their big store
 118 and 120 Wabash Avenue the law o
 finity in color, shape, and design rules
 preme. The firm has a pattern department of its own, un
 the supervision of master-designers, who originate new styles and
 signs based upon the best creations of Paris. Special departm
 for the design of mourning bonnets, children's hats,
 low-priced trimmed hats are also a feature of the f
 Add to GAGE BROTHERS & Co.'s special pre-
 nence in the artistic department of its business the fact tha
 ever fills orders promptly and correctly, and employs a quot
 courteous and intelligent salesmen unrivalled in their line, and
 reader will have formed a fair conception of the great business ho
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- IF YOU ARE BEAUTIFUL**, Bicycle Riding will preserve your beauty. Exercise means health. There is no real Beauty without Good Health.
- IF YOU ARE NOT A BEAUTY**, you may at least make yourself more attractive. The Bicycle brightens the eye, puts a flush of health on the cheek, takes you out to nature, to the pure fresh air. They are yours; enjoy them—do it “luxuriously” on a Rambler Bicycle.

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2. Suburban service on the Illinois Central Railroad, three blocks distant, to Exposition Grounds (west entrance), five minutes; to centre of city, thirty minutes. This line now runs twenty-eight suburban trains daily each way, and this number will be increased during the Exposition period.

3. Lake transportation four blocks distant. This line is one of the largest on the lakes. Its passenger steamers will run to the Exposition Grounds, centre of city, and all lake points between Waukegan on the north and Michigan City on the south.

The "SOUTH SHORE" is away from Chicago's smoke, dirt, and noise, but in perfect and immediate touch with every point of interest. It is under the shadow of the Exposition Buildings, but away from the Exposition crowds. The entire building will be lighted by electricity. Ample provision has been made to secure perfect ventilation, so that every room shall be cool and open to air currents. Solid plastered partitions render each room entirely private and secure. Especial care has been given the plumbing, and few buildings are better equipped with sanitary appliances. No expense has been spared to make it safe and to provide every precaution against fire and other accidents. Standing near the shore of Lake Michigan, where the cool breezes insure pleasant nights and comfortable days, where the bustle and annoying crowds of the great Exposition will not intrude, the "SOUTH SHORE" is an ideal "home," and no visitor to Chicago in 1893 will be able to secure one more nearly perfect in all respects.

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FULL INFORMATION, including a Bird's-eye View of the Hotel "SOUTH SHORE" and World's Columbian Exposition Grounds (size 16x26 inches), and complete Descriptive Circulars of the Columbian Visitors' Association, proprietors of Hotel "SOUTH SHORE," will be sent **FREE** to any address.

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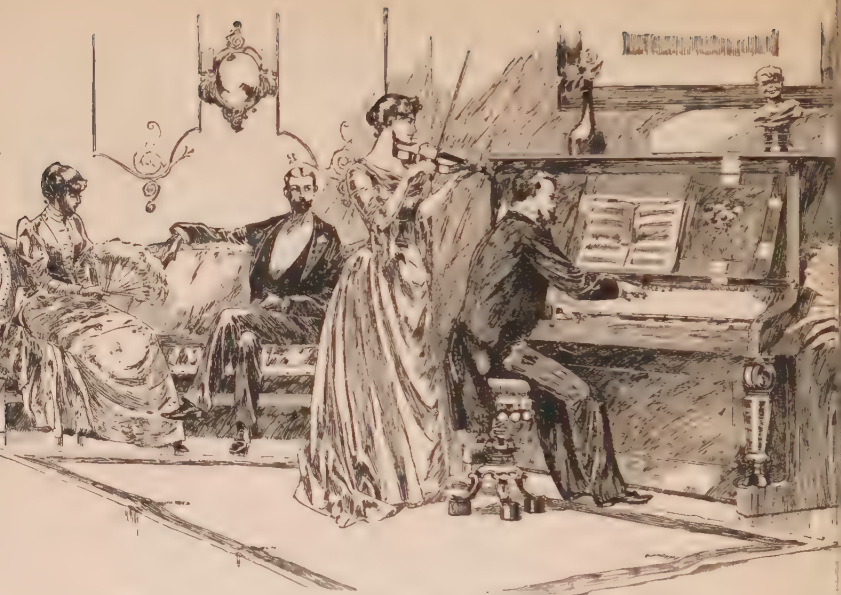
Sodium Chloride,	-	-	-	-	2.993
Potassium Sulphate,	-	-	-	-	1.336
Sodium Sulphate,	-	-	-	-	1.268
Sodium Carbonate,	-	-	-	-	5.083
Lithium Carbonate,	-	-	-	-	.089
Calcium Carbonate,	-	-	-	-	8.635
Magnesium Carbonate,	-	-	-	-	2.085
Iron Oxide,	-	-	-	-	.003
Alumina,	-	-	-	-	.009
Silica,	-	-	-	-	.312
					<hr/> 21.813

It contains free carbonic acid gas.

Your druggist or grocer has it or will procure it for you. Circulars sent on application to
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